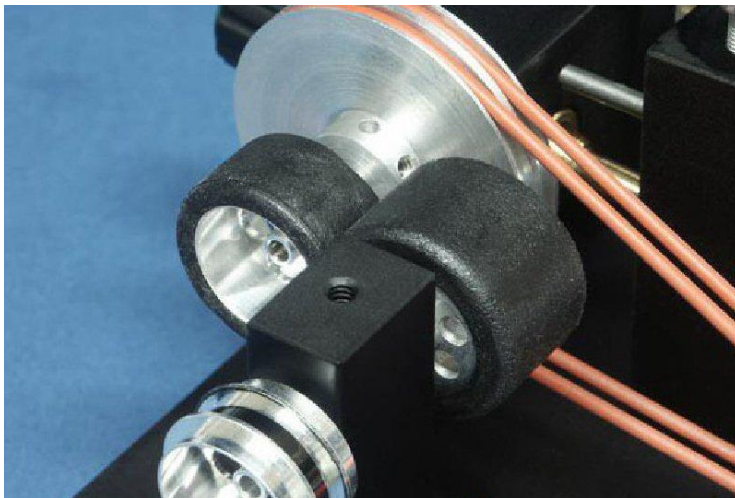
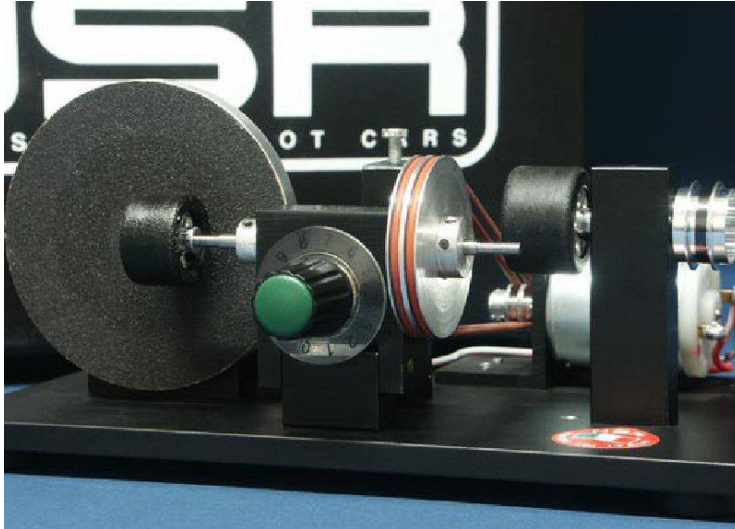

FEBRUARY 2020 NEWSLETTER

NEWS -

I recently came across some NSR 3 in 1 tyre lathes in near forgotten stock of an overseas distributor.



These are a lovely bit of kit as you would expect, but have been out of production for several years. They were never cheap of course, but I appropriated them as there will never be any more. They are now listed under *Tyre Lathes* and in the *NSR Tools and Accessories* section.

Have a read under new cars, detail about the NSR 86/89 project. This is one very slick concept, and we should have these in stock – subject unsold by the time this newsletter reaches you.

They are back at last. The Slot.it 11mm wide **N22** is now back in stock – they remade the mould. Fill your boots. The code is PT1172N22 under Slot.it tyres.



This means we now have the most popular Slot.it formula in three sizes, using moulds 1207, 1171 and 1172
Comparison chart below.

<i>All sizes quoted are Outside Diameter with tyres "fitted, not glued or trued"</i>			
Wheel Diameter	Tyre Code		
	1207 <small>(10mm wide)</small>	1171 <small>(10mm wide)</small>	1172 <small>(11.3mm wide)</small>
15.8mm	19.6mm	19.7mm	19.9mm
16.5mm	20.2mm	20.3mm	20.4mm
16.9mm	20.5mm	20.6mm	20.7mm
17.3mm	20.8mm	21.0mm	21.1mm

The 1207 mould is ideal if you do not glue and true tyres, because it has a smaller un-stretched size, and fits hubs a little tighter. The 1172 is the best tyre to use on the 10mm wide hubs of any diameter. 1171 sits in the middle. The 1207 and 1171 are generally easier to use with 8mm wide rims, as they do not overlap 8mm wide rims as much.

Be aware that these tyres are not symmetrical. The majority of overhang from the rims, is on the side of the tyre which has the embossed lettering. I prefer to put that lettering to the **I**nside of the wheels, so the tyre is almost flush with the outside of the rim. This gives me a loading surface in corners which is supported above by the rim, while ensuring maximum width of "track" inside the wheel arches.

My Plea - for my sake for and best service

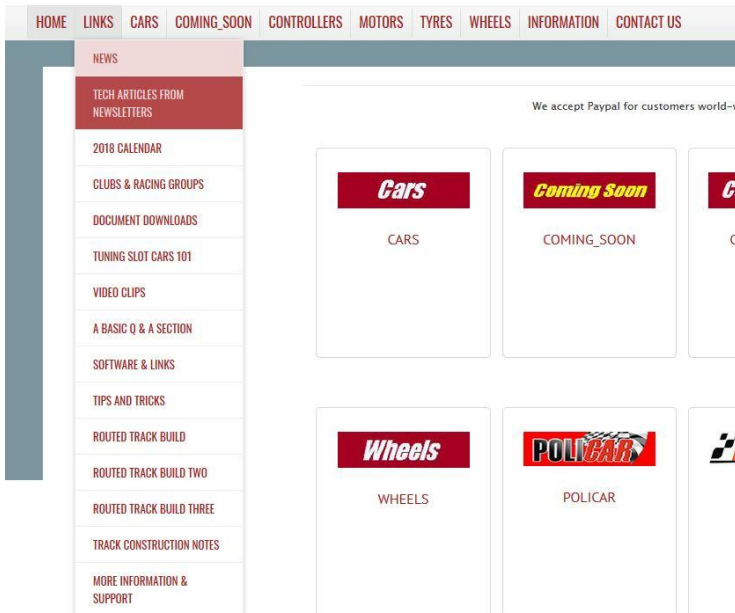
Guys - an appeal please. (My annual request). If you have a problem – please email me first up. I am again becoming a slave to random calls to my cell phone. Almost every matter can be sorted out better by email, as I can copy links – cut and paste previously prepared information – (most questions have been asked many times); refer you to tech articles on the SlotRaceShop website and so on. Sometimes I need to ask more questions to clarify your overall situation and needs. All this is best done by email, & often I just can't take phone calls.

For new customers who may not realize - this is not a full time business. It is my hobby and a side event to my life. Thanks everyone for your understanding on this one. Your answer may also be among the technical articles from past newsletters in the drop down menu of **LINKS**. Hover your mouse over "LINKS" as in the menu picture below. – don't click on **LINKS**, just hover then slide down the cursor and click on the sub-menu item you want.

SLOT RACE SHOP

QUALITY SLOT PRODUCTS TO THE WORLD

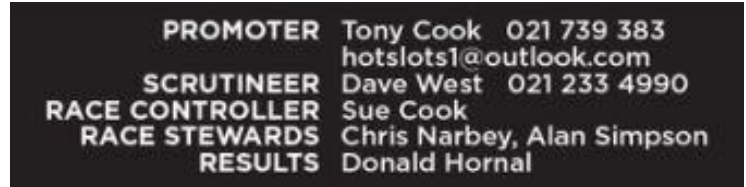
SUPPLYING QUALITY SLOT PRODUCTS WITH PERSONAL SERVICE - MARK



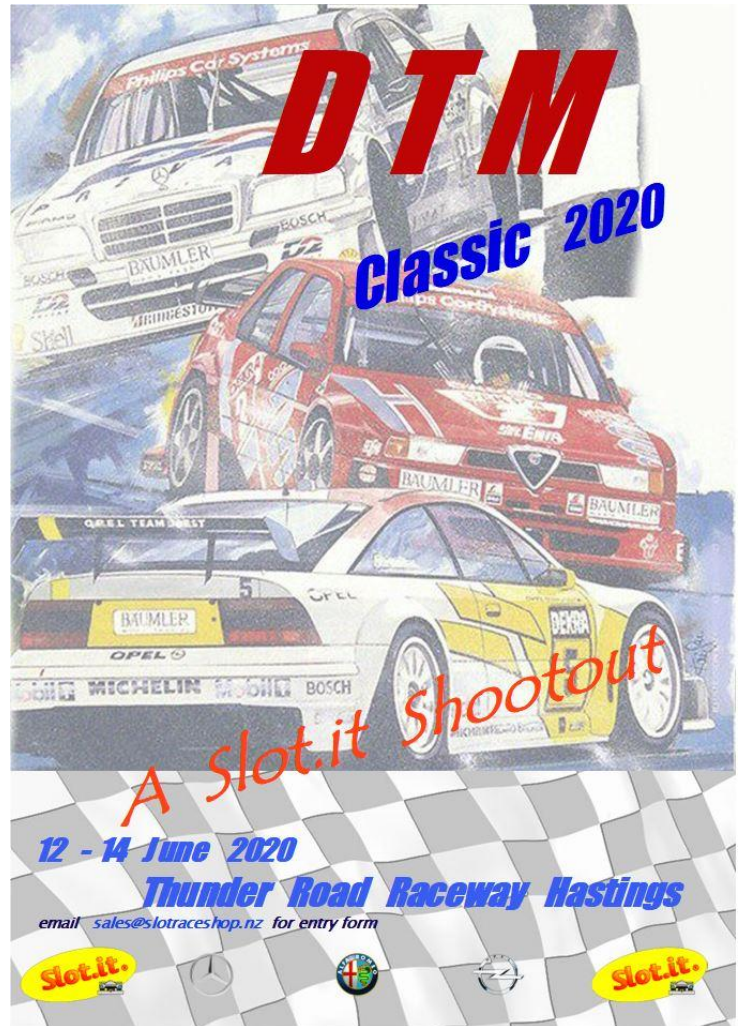
This drop-down menu will appear, and then you can move the mouse down to the entry you wish, and click on the desired entry to bring up the article.

EVENTS

The first big event for 2020 is the NSR Challenge in Stoke, Nelson, May 8th to 10th; hosted by Tony and Sue Cook. I'll be heading down again. If you have been to one of these events you will not want to miss out on the biggest RTR Slot Car meet NZ has to offer.



Next up, we switch to the North Island. Mac and Thunder Road Raceway near Hastings will be hosting our third **Slot.it DTM Classic**. All Slot.it Alfa Romeo 155s, Opels and Mercedes 190e models qualify for this event.



We will be looking at a maximum field of 24 due to space considerations, and last year we were almost at capacity.



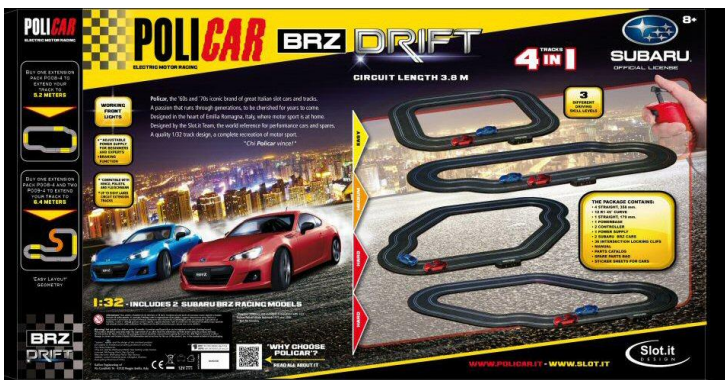
The mob from last year. As soon as I have sorted out where we will host the Saturday night dinner, I will advise all entrants;, which may determine where you decide to stay.

Policar Start Sets

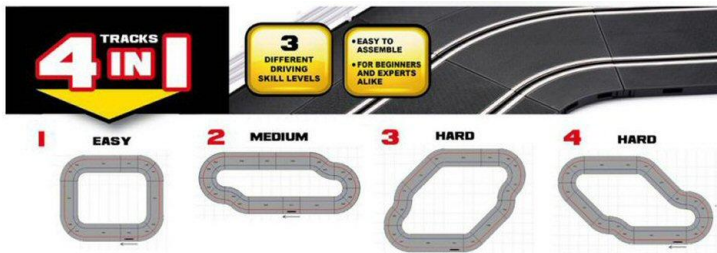
We now have these in stock as well as all the track sections, borders, barriers and spares.



These starter sets are the biggest single leap forward in the growth of the Policar brand, since Slot.it bought the name and history of the former Politoys company which was the equivalent of "Scalextric" in Italy until their demise many years ago.



Four different possible layouts using R1 curves requiring different skills. Ideal for first time racers – eg the kids . . . and maybe the wives.



Two Subaru BRZ cars with traction magnets and low powered motors for home racing. Upgradable with Slot.it parts.



There is a great review of the set and system at [THIS LINK](#) on Home Racing World forum.



The track is of excellent quality, and has 90mm lane spacings, wide borders and excellent grip for non-magnet racing like we do in clubs. They have truly picked the eyes out of every other track brand in the marketplace when designing their system. I already carry a full range of for track radii curves, straights, borders and accessories to expand these sets.

New Cars

NSR Formula 86/89

NSR Formula 86/89 takes its origin from the Formula 1 of the late 80s, and is a generic model based on the cars of that era, without reproducing exactly any particular model.



A completely innovative project, in full NSR style. Developed to be ultra-high performance on the track, with attention to aesthetics and details. The model is extremely fast just out of box, and ready to battle on track.



NSR's objective has been to make a Formula car using modern technology, so high tech 'Ready To Race'. It needed to be competitive out the box.

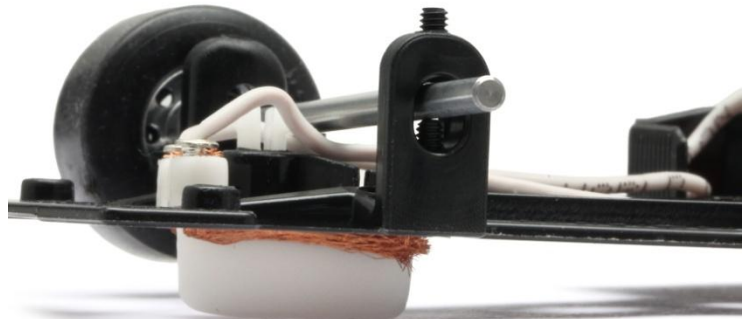


Formula 86/89 comes in INLINE setup, with KING 21 EVO/3 motor. The gear is 10-27. There is a new motor support that can work on 5 fixing points, at choice of the driver.

NSR suggest using just the original configuration that is the best is a lot of situation (front fixing point + the two sides. Not using the two rears).



The height of the front axle can be adjusted using the NSR screws.



The special rear aluminium rims with AIR SYSTEM technology, along with soft compound tyres, give an exceptional grip on any kind of track surface. Front wheels are aluminium extra-light with zero grip tyres.



Available in a range of plain colours for lane and IROC racing. Check under NSR cars.

Mercedes Sauber Group C CA06i Slot.it



Chassis: Podded

Motor: Slot.it V12/4 23,000rpm 170g*cm 9.8 watts

@12 volts mounted as Inline

Axle & Gears – 2.38mm (3/32nd)

Gearing: Crown 28t – Pinion 9t brass

Has adjustable height front axle – this requires optional

M2.0 Hex screws not supplied with car

Hubs front: Plastic 15.8mm x 8.3mm

Hubs Rear: Alloy 16.5mm x 8.3mm

Tyres Front: PT1159C1

Tyres Rear: PT1167C1

M2 allen key under box for rear hubs and for optional screw for front axle adjustment

SSD Upgradable: Yes, use Slot.it chip SP15b

Nissan R91VP Group C #25 JSPC 1991 CA28g Slot.it



Chassis: Podded

Motor: Slot.it V12/4 23,000rpm 170g*cm 9.8 watts

@12 volts mounted as Inline

Axle & Gears – 2.38mm (3/32nd)

Gearing: Crown 28t – Pinion 9t brass

Has adjustable height front axle – this requires optional

M2.0 Hex screws not supplied with car

Hubs front: Plastic 15.8mm x 8.3mm

Hubs Rear: Alloy 16.5mm x 8.3mm

Tyres Front: PT1159C1

Tyres Rear: PT1167C1

M2 allen key under box for rear hubs and for optional screw for front axle adjustment

SSD Upgradable: Yes, use Slot.it chip SP15b

Limited Edition Porsche 956 XXIVth Campeonato de Slot



Chassis: Podded

Motor: Slot.it V12/4 23,000rpm 170g*cm 9.8 watts
@12 volts mounted as Inline

Axle & Gears – 2.38mm (3/32nd)

Gearing: Crown 28t – Pinion 9t brass

Has adjustable height front axle – this requires optional
M2.0 Hex screws not supplied with car

Hubs front: Plastic 15.8mm x 8.3mm

Hubs Rear: Alloy 16.5mm x 8.3mm

Tyres Front: PT1159C1

Tyres Rear: PT1167C1

M2 allen key under box for rear hubs and for optional
screw for front axle adjustment

SSD Upgradable: Yes, use Slot.it chip SP15b

Thunderslot McLaren Elva (x2 liveries)



Motor: Mach 21,500rpm 175 g/cm torque (9.4
watts) mounted as sidewinder

Axle & Gears – 2.38mm (3/32nd)

Gearing: Crown 32t – Pinion 11t brass

Adjustable motor mount

Adjustable front axle ride height

Aluminium air rear wheels

Screw secured fitted motor

Securely fitted guide eyelets

Curved pick-up guide blade

Brass bearings

Q & A

Q I'm working on a couple of Ninco Cobras to reduce the diameter of and increase the width of their wheels.

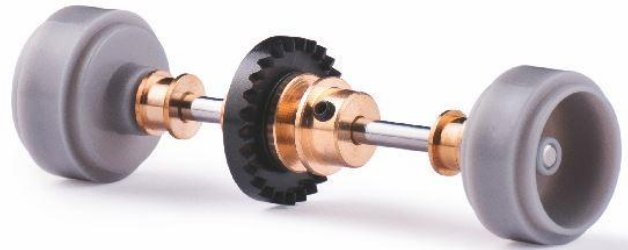
I borrowed a Scalextric Boss 302 Mustang rear axle as test fit and this was perfect. Reduced the wheel diameter from 22.5mm to 21mm, the wider track set the wheels flush with the flared guards and the car sits much lower.

The Scalextric axle is sidewinder while I need inline for the Cobra so I will need a inline crown gear. Scalextric axle measures 2.3mm while crown gear bore is 2.38mm. Is the .08mm run out going to be a problem. Don't suppose you have Scalextric Mustang rear wheel/axle sets in stock.

A. I think the runout may be manageable, but it will certainly cause some degree of bad meshing with the crown, as it will be running off-centre and the pinion teeth and crown teeth will mate at odd angles.

What we have done for racing the inline Ninco classics is swap out the whole back end, usually with a Slot.it kit.

You could use this basic one, which has plastic hubs and a 50mm axle - which may still need slightly shortening [LINK](#)



Or go to a kit with alloy wheels, with a 55mm axle and shorten the axle. However, even the plastic wheels here are 8mm wide, to take 10mm wide tyres; and the original plastic wheels were probably around 6mm wide - though, I suspect to get any decent grip tyre, you will have to go to 10mm wide tyres from Slot.it or NSR etc

I guess in the end, only you can work out the exact dimensions and fit space between the outside of the axle bush and inside of the wheel arch. One trick we do to give us a little more space, is to grind/dremel the outside flange off of the brass axle bush. That gives almost 1mm extra width to play with.

There is a picture of what I do, and how, at the top of page 3 of the attached article.

<https://www.slotraceshop.nz/Scalextric%20Falcon%20rebuild.pdf>

Maybe that will buy you extra width which enables fitting one of the Slot.it kits.

- Remembering also, that plastic wheels have no need of a grub screw in a boss, inside the main rim, so they are slightly narrower, and the boss there is, can be ground back to narrow them.

Tech Article - *WIRING OTHER CONTROLLERS FOR THE POLICAR TRACK SYSTEM*

First to know – The Policar Power Base is a POSITIVE POLARITY unit the same as is used by most clubs, whereas other home track systems like Scalextric and Ninco are negative polarity systems. Also; the Policar controllers use different wire colours to either Scalextric & Ninco home set controllers or the positive polarity commercial controllers used by most clubs.

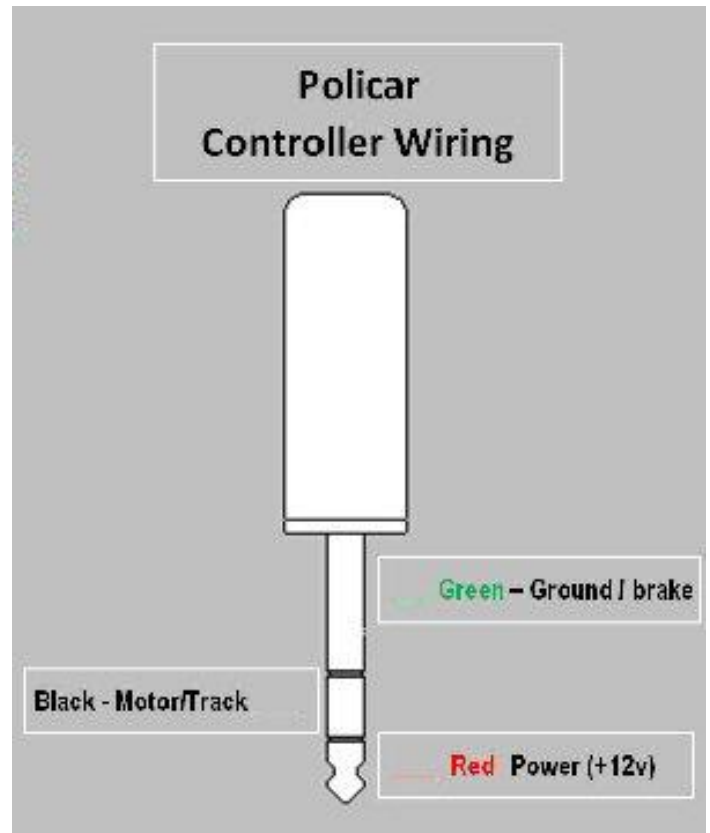
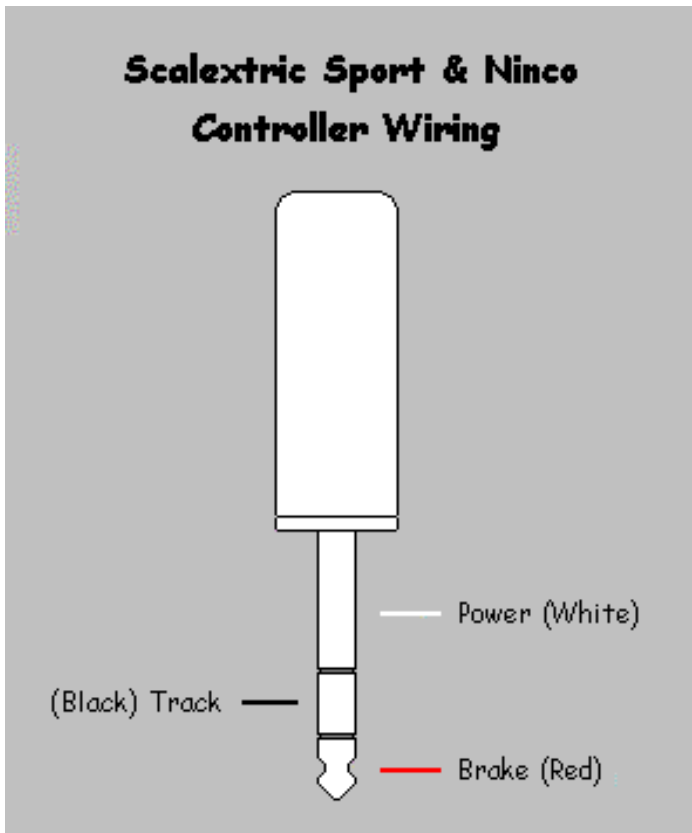
On a Policar controller:

Red wire is the positive 12 volts from power supply,

Black is still the moderated voltage going to the track (ie the car motor), and the

Green wire is the negative side of the power circuit, also known as ground or brake.

To wire a Scalextric or Ninco resistor controller for use on a Policar track base, you need to switch the wires over that go to the top and bottom pins, as per the diagrams below.



Commercial controllers such as Parma, Professor Motor and Difalco use a white wire for the positive 12 volt feed, and the red wire is negative. (Don't blame me that red is negative, someone started this convention in the 1960s and it just stuck)

To wire a **POSITIVE** polarity commercial controller to a 3.5mm plug for use on a Policar track

The White wire goes to the tip of the 3.5mm plug = Positive side output of power supply.

The Black wire goes to the middle = Moderated positive voltage to track for car motor

The **Red** Wire goes to the base of the 3.5mm plug = Negative/brake