

Tech Article – Setting up a Huracan

The Sideways Huracan has been out for a few months, and now that I have Oakland Raceway set up again, I am able to easily do car tech articles.

This is the 6th model in the past year, and the first I have seen with a full metallic paint job.



Yes it really does look metallic. Trying to get a track picture without light flares was difficult. The tampo quality is excellent.

Opening the car up, you see the new 5 point pod which will also be used for all their GT3 models to follow, and the “Baby Raptor” FK-180 motor, which has specifications suspiciously similar to the NSR “Baby King”.

Insert RPM and torque at 12V to calculate the motor power in watts		
Motor Power Calculator		
RPM	Torque G/CM	Wattage
Sideways Baby Raptor		
17,000	245	10.41

Motor Power Calculator		
RPM	Torque G/CM	Wattage
NSR Shark 25		
25,000	176	11.00

Motor Power Calculator		
RPM	Torque G/CM	Wattage
Slot.it Flat-6 (Yellow can standard)		
20,500	200	10.25

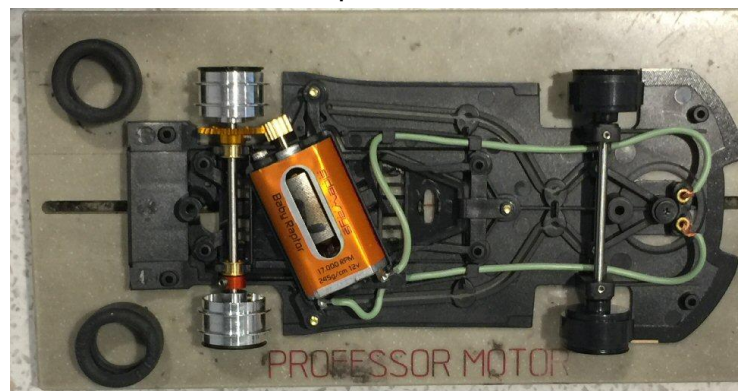
Motor Power Calculator		
RPM	Torque G/CM	Wattage
Sideways Raptor Boxer motor FK-180		
21,400	350	18.73

At 17,000 RPM and 245 g/cm of torque, it is developing just over 10 watts power, slightly more than a Slot.it MX16 in their Group C and 65 – 80

sports ranges, mid range among some other common motors. The Black “Carbon” Huracan has the full Raptor motor developing a huge 18.7 watts

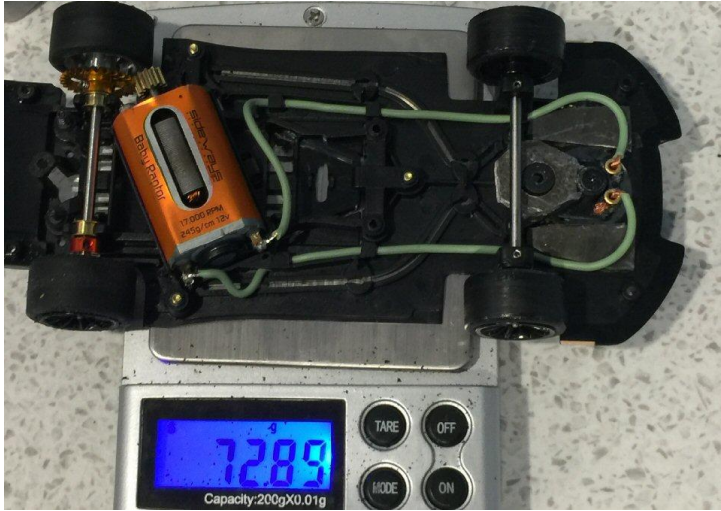


Opening it up you see double shouldered Alloy rears of 17 x 10mm, and front plastic hubs 8mm wide. I have replaced the braids with a softer one, as what they use on plastic tracks for durability, can cause the front end to sit up a bit. Nice flexible guide wire with a lot of conductor diameter for minimizing any voltage drop. Set in with eyelets that sit tightly. There are decals in the box for decorating the tyres, and some small parts for the chassis. It has grub screw height adjustment for the front axle – from memory the undersides were in place, but I needed a couple of 3mm M2 screws from my war chest to limit the run from the top.



The stock front tyres are a nice hard A-shore 70, ideal for glue, true and a coating of nail varnish or superglue if you wish – I haven’t bothered. They are plenty hard enough to not create significant drag. Rear tyres are Pro-speed medium 22 shore. For wood track we would usually run 18 or 22 shore, so I stuck with these. Be aware they are a total pig to true on the lathe, they will overheat and ball if you go too quickly.

As is always the case with angle-winders and a rear end heavy from the FK180 boxer motor, they are tail happy, so I set about adding weight at the front, to get it closer to that old 40/60 formula that is still a good start point.



I started with the 4 grams wrapped around the guide and ran it like that for a few days. It felt planted, but I felt it was still too tail heavy. So I added the two strips either side, which each weigh about 3.5 grams. All up the rolling chassis is now about 73 grams. Body on it comes to 94 grams.



Sideways are assembling these on site in France, the components appear to come from a mixture of sources. – And No, Chris hasn't said where.

It is a very easy drive. Being so wide, low and quite heavy compared to smaller cars like a Group C or stock ScaleAuto and NSR GT3 models, it is highly predictable, but not super fast in a straight line.

For larger tracks you may want to up the donkey to a 19k or 21k boxer.