

# SLOT RACE SHOP

QUALITY SLOT PRODUCTS TO THE WORLD

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JULY 2020 NEWSLETTER

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## NEWS

EVENTS [First - we have the DTM Classic](#)

The **DTM** Classic 2020

A slot.it Shootout

21 - 23 August 2020  
Thunder Road Raceway Hastings

email [sales@slotraceshop.nz](mailto:sales@slotraceshop.nz) for entry form

Slot.it. logos and various car brands (Mercedes, Shell, Bosch, Opel, Maserati) are visible.

The field is filling quickly. We have one official entry space left, but will take a couple more if people are coming as a pair from a club.

A new version 9.61 of the [Trackmate Racing software](#) is now available for free download from their site.

We have had another order in from ScaleAuto with some gorgeous styled alloy wheels.

As I write a large restock of Slot.it product is just a few days away, with the new Maserati GT3 model, and spares for it, and a huge restock of mechanical and car parts, and some Policar track sundries which I was low or out of stock,

Then in October

NEW ZEALAND OCTOBER 23<sup>RD</sup> - 26<sup>TH</sup> 2020

# SLOT CAR FESTIVAL

FEATURING NSR CLASSICS : THUNDERSLOTS : FORMULA 86/89

## PROGRAMME

### FRIDAY 23RD

1-00pm ... 2-30pm..... NSR Qualifying  
2-30pm... 6-30pm..... NSR Round 1  
Evening..... To be advised

### SATURDAY 24TH

9-00am .. 1-00pm ..... NSR Round 2  
1-00pm ... 2-30pm..... Thunderslot Qualifying  
2-30pm... 6-30pm..... Thunderslot Round 1  
Evening..... To be advised

### SUNDAY 25TH

9-00am .. 1-00pm ..... Thunderslot Round 2  
1-00pm ... 5-00pm ..... Formula 86/89  
Qualifying / Racing  
Evening..... To be advised

### MONDAY 26th

9-00am .. 12 Noon..... Free track time  
Swapmeet

Please note the above times are preliminary and are subject to confirmation closer to the event

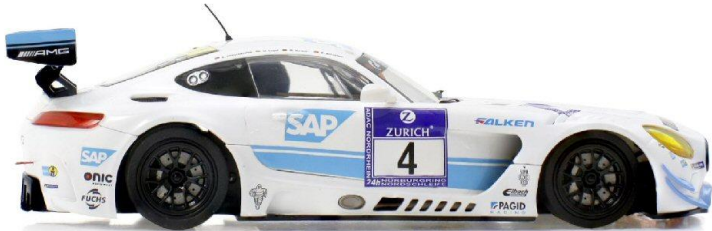
## PROMOTED BY NELSON SLOT RACERS



I know that space limitations mean Tony can only take 36 entries this year. Last I heard he was approaching 30, so get in quick if you are considering a road trip to Nelson Labour Weekend.

## New Cars

from **Scaleauto** multiple liveries of the **Mercedes AMG GT3** in both Home Series - & in "R" Spec for the first livery pictured, as per the specification of the AMG and Audi R8 models released last month.



## The Race series podded chassis



### Race Series Chassis car specifications

The Chassis R-2017 "Double In-Flex" supports motor setup AW, SW and Inline. White medium chassis on car, hard spare chassis option supplied in box  
Double in-Flex chassis design  
New RT3 Anglewinder "Hard" motor support red SC-6528  
Tech-1 Long-Can 20,000 rpm motor SC-0011b  
Nylon pinion 11 and crown 27t in plastic  
Axle Stopper lightened in anodized blue  
Calibrated axes of 2.32mm (3/32 ")  
Adjustable front axle ride height  
Aluminium rear wheels 17.5mm  
Plastic front wheels 17.2mm  
Rear rubber tyres 18.5x9.5mm  
Front rubber tyres 18x9mm  
Red sprung guide  
New screws for the motor support and anchoring to the body  
Rear neodymium magnet

## The Home Series one piece chassis



### Home Series Chassis car specifications

S-Can SC-08 motor 20,000rpm, 210g/cm torque  
Adjustable front axle height  
Nylon pinion 12t and spur 32t in plastic  
Calibrated axes of 2.38mm (3/32 ")  
Adjustable front axle ride height  
Plastic rear wheels 17.5mm x 10mm  
Plastic front wheels 17.5mm x 9mm  
Rear rubber tyres 10 x 10.5mm  
Front rubber tyres 18 x 9mm  
Rear neodymium magnet

Also compatible with all Slot.it pods, axles, wheels etc

## The first ever GT3 car release from Slot.it

[Maserati MC GT3](#) - #74 Salita del Costo 2017 CA43a



Chassis: Podded with 0.5mm offset  
Motor: Slot.it MX16-m 23,000rpm mounted as sidewinder  
Axle & Gears - 2.38mm (3/32nd)  
Gearing: Crown 32t - Pinion 11t brass  
Has adjustable height front axle  
Hubs: Front 17.3 x 8mm - plastic  
Hubs: Rear 17.3mm x 9.75mm - Plastic fitted, with a pair of alloy wheels under the box  
Tyres: Front PT1167c1 Tyres: Rear PT1167c1

This car comes fitted with black plastic wheels fitted like a Policar, but also has a pair of alloy rear wheels under the base. It has a new screw fitted guide of a new design, and the new digital quick fit plug,

It also features a 3 post body mount, - two at front, one at the rear. This is a system which I actually prefer to the usual two post system for setting body float and tilt.

There is an entertaining review of this car further down in the newsletter by an Italian slotter who was given an advance release unit. Many of these features will be incorporated into other Slot.it models going forward.

And I am really, REALLY pleased to showcase a new range of gorgeous decorative alloy wheels that don't use inserts.

From ScaleAuto we have three styles, each in 5 sizes

### Sebring



### Jarama – gold anodised



Monza 2 – Which also functions as an Air hub for those using the system, due to the lightening holes on the centre diameter



- All these wheels are in recognisable racing styles, and so do not require purchase of separate inserts.
- As all wheels come in pairs, and in a range of sizes, you can choose different sizes front to back for cars where needed.
- All wheels have a recessed grub screw, to minimize boss width, and enable them to fit in narrower spaces than conventional wheels
- Wheel codes ending in "25" use an M2.5 grub screw

**In addition to these, we also have an economic plain wheel**

These economic wheels are still pretty good looking, and come in 4 sizes from 14.8 diameter up. The 14.8mm are a smaller diameter than anything else available, but still happily accept Slot.it 1207 N22 and N18 soft rubber tyres



**The range of sizes for each wheel style is shown at the bottom of each product's description.**

And if that wasn't enough new stuff for the month, we also have some lovely [ScaleAuto tools](#) back in stock

Dynometric torque drivers for M2 grub screws, replacement tips and raw handles to which you can add tips of any style provided they use the standard 3mm main shaft diameter



But, as Suzanne Paul taught us all to say  
"But wait there's more"

[Pinions for ff-050](#) and ff-030 slimline motors with 1.5mm shafts



7 tooth and 8 tooth M50 (about 48 pitch) pinions to enable lower gearing on these low torque motors, for better braking.

And we have ff-050 motors up to 30k with little brakes, these pinions can go a long way to overcoming this issue



And some [larger diameter pinions](#) for 2mm motor shafts

M50 12 tooth 7.25mm diameter



M50 13 tooth 7.7mm diameter



And a restock of 17.5mm **sidewinder spurs** the smallest diameter sidewinder gear we carry



and yes, there is still more Suzanne, the gift that just keeps giving

## Two double shaft [high torque motors](#) for all common pods

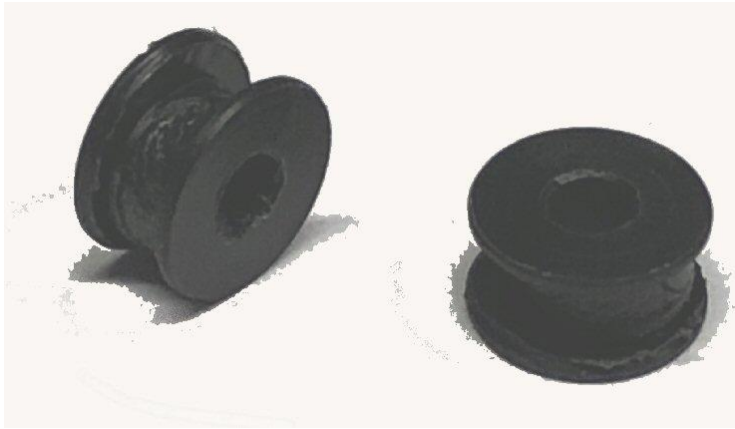
SC-0008b 20,000 rpm, with 216 g/cm torque @ 12v = 10.8 watts



SC-0009b 25,000 rpm, with 225 g/cm torque @12v = 14.13 watts

**Concentric [axle bushes](#)**, which have the axle hole offset from centre.

These can be used to change the axle shaft to motor shaft distance, or to raise the axle line in relation to fit in the chassis.



Those who work with fitting hobby quality mechanics to fixed chassis cars like Scalextric will be able to envisage what these can do to solve gear diameter problems and chassis ride height issues.

And yes finally – [Flexible rear wings](#) for ScaleAuto GT3 cars

[Audi R8](#)    [Mercedes AMG](#)    [Porsche 911](#)    [BMW Z4](#)

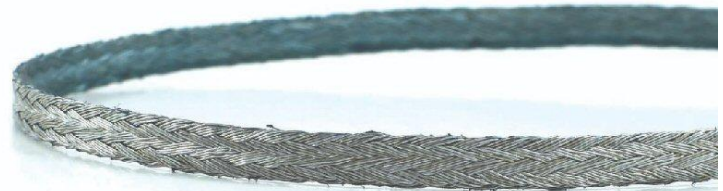


## Tech Article – Product introduction new braid

- Most will know ScaleAuto as a Spanish slot car company. What most of us antipodeans don't realize is that the overall company called IBB is quite large, and also owns [among other businesses] DS Race Control Systems and Concept Tracks. - At their base in Igualada, inland from Barcelona they make big modular wooden tracks which are supplied around the country, and into Germany, France etc. They use a 5.8mm wide braid - 15/64ths wide which is only 1/64th narrower than the 1/4" braids we are used to seeing - and is the same 0.8mm thickness.



It comes in 4 forms, magnetic braid and standard tinned copper braid; and both the metal types come as plain, or with a contact adhesive applied to one side and dried.



The glued versions look like a great option going forward.

- It means the braid won't need the usual degrease from the spinning oils with solvent to clean it before use, as it has already had glue applied.
- It also makes the process of gluing it to the track simpler as just using contact adhesive in the rebate or softening the glue to lay it on the rebates becomes a one step process instead of a 3 step process of cleaning, then applying glue to both braid and track, allowing it to "tack" over 5 - 10 minutes, then laying on the track.
- The cost of braid plus a one step adhesive onto the track/braid is cheaper than using braid plus the Ultra High Bond (UHB) track tapes. They ARE stiffer than the US style braids, so will require a different level of placement when laying. This braid will come in 100 metre rolls. 330 feet. I am running some trials to work out a precise methodology for laying this braid, which will go into a laying instruction sheet.

## Review – Maserati Gran Turismo

Abbreviated from the full review by [UDO on Slot Forum International](#), reproduced with permission

### PRESENTATION:

First of all, let's get to know the model:

*"The Maserati GranTurismo GT3 was born from the evolution of the MC Trofeo version, used in the Maserati single-brand championship.*

*The GranTurismo MC GT3 debuted in 2012 in the GT Open championship.*



"Maserati" means "Class" here in Italy. Class you could find in this livery, with the trident logo clearly visible from the furthest point of the track. Soft lines on which the two red mirrors stand out ( I0'm a bit afraid for them for the first test on the track)

#### Measurements

Length 154mm Width 65mm Height 38mm

Guide to rear axle: 103mm

Basic track: 62mm

Total weight: 72.7 g (without magnet)

Body weight: 22.7g

Protruding chassis on the rear and on the front, with a strengthened profile (good for digital racers )

The body rests on the frame in front and back while it freely runs sideways around the chassis, remaining flush with it and resting on an internal profile along the entire side. Full of details and accurate 'tampo' printing.... in short, a nice model. In the haste to remove the Maserati from the box, I didn't notice the "surprise": As usual the Slot.it includes with its models the "L" M2 key.

This time, along with this there was also:

- one extra body screw
- a fixing hook for the digital chip
- a pair of 17.2 x 10mm aluminum wheels

Oh yes .. In enjoying the lines of the model I didn't noticed that the rear wheels was made of plastic just like the front ones. (17.2 x 8.2mm long hub).

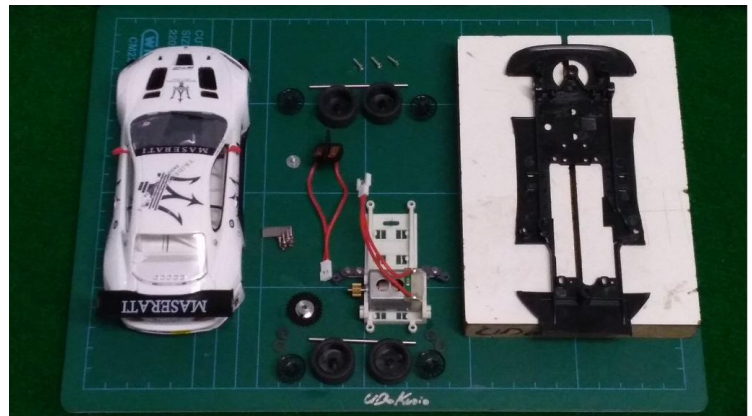
I ask info at Slot.it:

*"Our GT3 must have, like all Slot.it, metal rear wheels. In this model, however, the rims are completely dark and painting aluminum is a delicate operation, especially due to the risk of painting the axle hole We therefore decided to mount the car with black plastic wheels by adding the aluminum wheels under the base of the car."*

Indeed, looking also from below, the Maserati "WANTS" a generous rim, with adequate tires to give a touch of "grandeur" to the rear side. And of course NOT plastic!

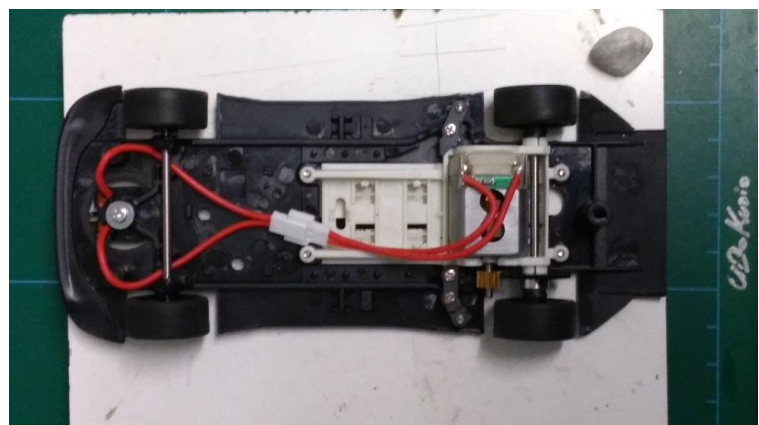
**DAY 2: UNDER THE HOOD:** Let's "undress" our Maserati:

### BODY/COCKPIT:



When you turn the body upside-down, you notice a shallow cockpit, which avoids interference from the rear cables (which pass over the motor) and from the central connector. The cockpit is an "interlocking solution" (no glue, no soldered parts), a pleasant solution already encountered in the DTM Slot.it, useful for easy cleaning and / or replacing it with a lexan one to decrease the weight.

### CHASSIS / MOTOR POD:



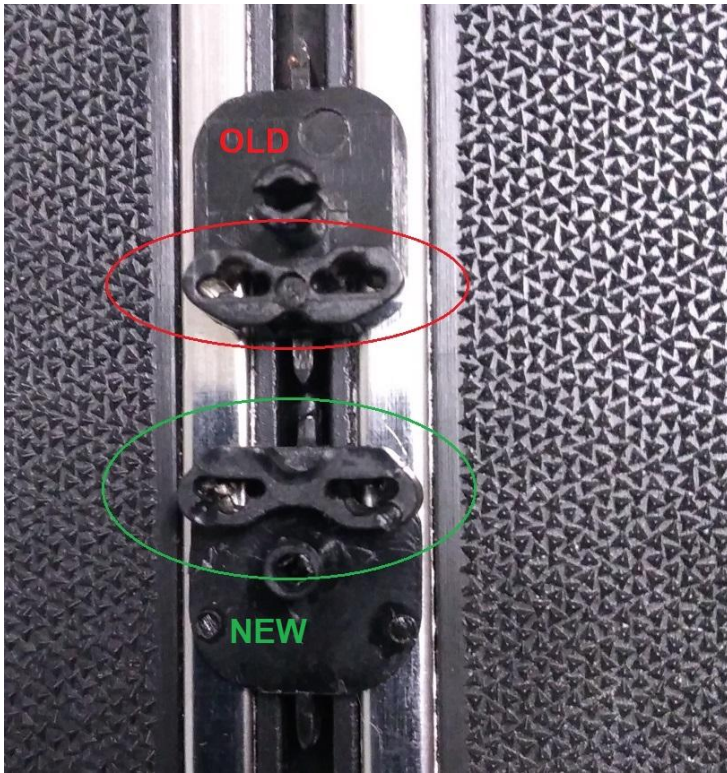
From the usual 2, Slot.it switched to 3 retention columns (and I like it); the front 2 are particularly advanced, even slightly ahead of the pickup pin.

*"The three-screw configuration has become the standard for all Slot.it and Policar models. There are two reasons (for this particular editor's note): better support of the bodywork on the chassis, and space for the digital chip."*

The screw holes are elongated and this not only facilitates a possible longitudinal tilting, but also centres the screw columns more easily even in the case of a body that is not perfectly straight.

In front of the platform there is enough space dedicated to the digital chip (which we will see later) and on both sides there are "slots" for the magnetic sensor used in the Oxygen digital system.

#### PICKUP:



I expected the usual "stock" pickup, as seen on the Slot.it Group C, but..

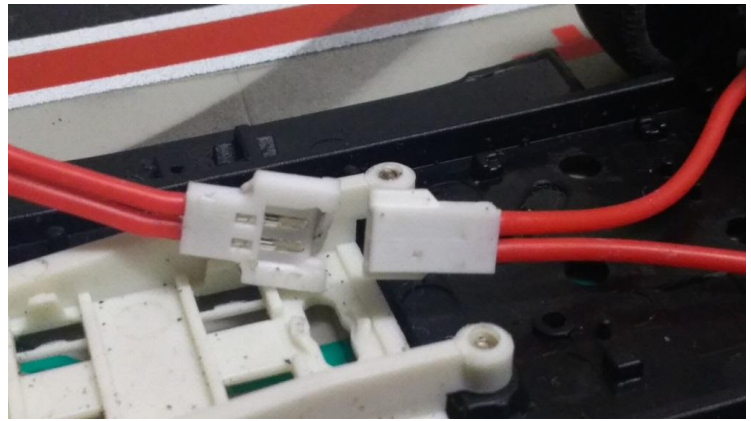
on top of a good 22 x 1.6mm blade there is a "screw pickup" (screw with built-in washer .. thanks, Slot.it!), with a different design than usual.

At the first glance, the braids holes are more "spaced"; EXCELLENT to better ride the rails like the new Policar, ESSENTIAL in digital, where in tracks like Carrera (and Policar) perfect contact makes the difference.

The novelty is completed by holes in front of the pickup for the retention hex-screws for cable-retention and no longer inserted together with the cables, a solution happily adopted elsewhere. Despite the screws are "only" M2, the cables "hold" without problems.

Not bad for a "stock" pickup!  
(maybe this pickup is already used in Policar P4 car, don't remember)

#### CONNECTORS:



Cables with irreversible connectors, which allow both disassembly without violating the pickup contacts and a possible "convenient" digital connection (see further episodes) The connector is flat, which makes it convenient to hold it firmly with the Patafix (Bluetack), and thin as much as allow to pass through the hole around the pickup in case of disassembly the pickup from the chassis. Tenacious enough not to disconnect by mistake, but not enough to go crazy like Carrera ones.

The PRO-drivers will be immediately tempted to remove them .. but for sure these connectors are a nice added value!

#### MOTOR POD:

CH65 Offset 1 in sidewinder configuration.

SIDEWINDER ???? WHAT? But aren't GT3 cars only Angle-winder?

No. Although the chassis can safely accommodate Long Can angle-winder motor pods to make this vehicle "roar", the "stock" choice has fallen on a short-can motor because it is certainly more suitable for a pleasant ride both in long and in "complicated" tracks like those of small clubs, at home, digital.

*"This is exactly the reason. The machine with SW is better than with a big and heavy AW engine. We wanted to mount the model in the way we think is best for a slot machine. Period."*

I love the GT3, but since this category was born I have seen an escalation of motor power, bringing this category closer and closer to the GT .. I'm really curious to drive a GT sidewinder .....

#### REAR AXLE:

"classic" 11/32 Transmission.

On the 51mm axle, in part on the 8mm stock rims, there are 2 2mm plastic spacers. By replacing the rims with the 17.2 x 10mm aluminum ones, will those spacers probably end up in boxes?