
MAY 2020

NEWSLETTER

NEWS

First up, the newsletter is a little late, it was anyway, but I was about to send it out when I had a bit of a medical event – well a couple, and ended up in Hastings hospital on the weekend.

Dodged a bullet according to the white-coats.

Back home, armed with a pile of pills friends now tell me come almost standard with being the mature side of 60.

Orders being processed and will ship tomorrow.

Upgrades to browsers mean the mail module on my site software isn't allowing web links, hopefully I will be able to sort that by next month. Meanwhile, I have added some key links in here.



For more (AND more regular) news and information than we can fit into one monthly newsletter; - check out our [Slotraceshop Facebook page](#).



The [New Zealand Slot Racers Group](#) is now open as a community for Kiwi slotters participating in all scales and areas of interest, do join it, and introduce yourself.

You can "Join" the group to receive regular news from the NZ slotting scene.



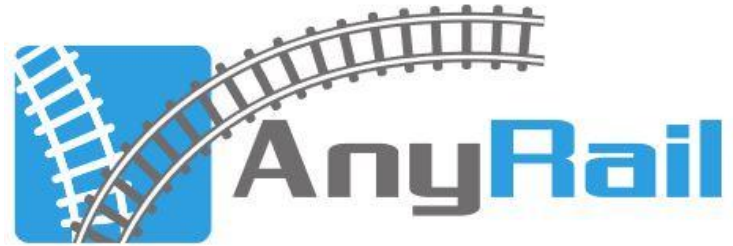
www.auslot.com Slot forum is about to undergo a major upgrade. After this upgrade, new members will once again be able to sign themselves up for free to this great resource for

slot racers. Join the Australasian hobby slotter community by clicking [this link](#). There is a huge user base of articles, technical advice, ideas, and you can ask your own questions, meet fellow slotters, and it is totally free, a community of users. No one will send you annoying "buy this" emails.

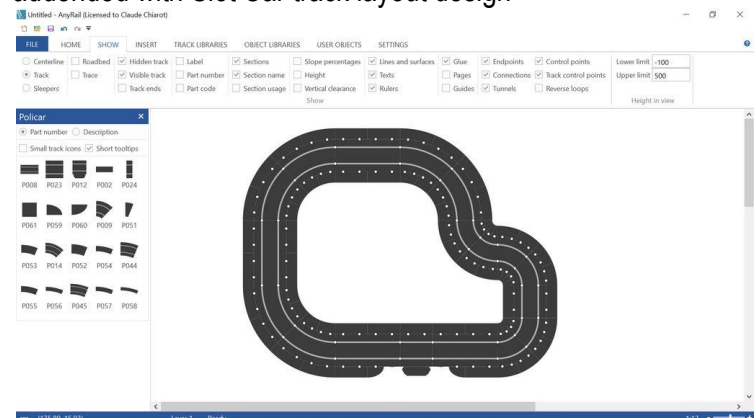
As you might have imagined, a bit quiet on the news front this month. No new car arrivals, and the slot news is about the same at the six o'clock news. Most about what Covid-19 has done to interrupt production and deliveries.

There is one new Sideways model due next month, and all being well, we will have a couple more Slot.it models.

I shipped out a fair lot of spare parts after we came out of lock down, and that has left me short on a couple of wheel sizes and some axles. We will re-stock as usual, when we can import new cars to bulk up the order.



Now we have an additional Policar track design layout option for PC users Like RailModellers, this is a Railway software, addended with Slot Car track layout design



AnyRail is a great software, it's very easy to build layout without a pain: <https://www.anyrail.com/en>

You can use AnyRail for free if your layout has a maximum of 50 sections of track, above you have to buy a reg. key US\$59

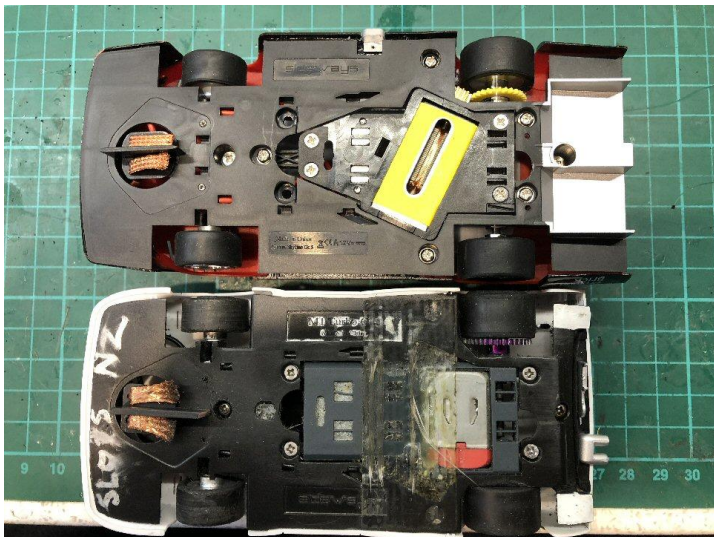
Tech Article – Sideways Nissan Group 5

Taking the car from the box, the first thing that struck me was that it is really BIG. A closer look and comparison with my BMW M1 revealed surprises.

The wheelbase is about the same. The body width which looks huge is just 1mm wider than the BMW M1 at 66mm



But it has more overhang behind the rear axle.



It is longer overall, and may have a touch more guide lead. The mechanical setup is identical to other Sideways models, fitted with a Slot.it Flat-6, 11:28 gearing, and 17.3 x 8mm alloys on the back, plastic wheels on the front.

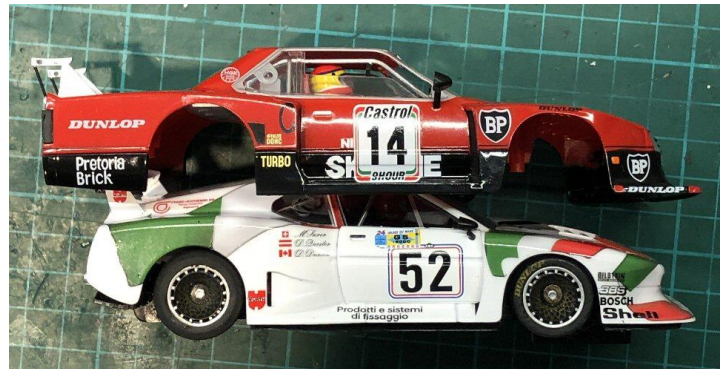
Under the base of the display box are the usual bits and pieces for altering the mechanical offset of the rear axle and mounting a digital chip. Do not panic when you see the rear spoiler is missing on the car – that is under the base as well, and just clips in place. There is a flexible replacement wing available separately for purchase, I will also fit that to the car for racing.



The body is very light at 18 grams and the wheel arches are open very high.



Overall weight is still a smidgen over 80 grams.



Comparing with pictures of the real car, the real car did have deep arches, but these are more open. It will make it easy getting wheels on and off, but looks a bit off.

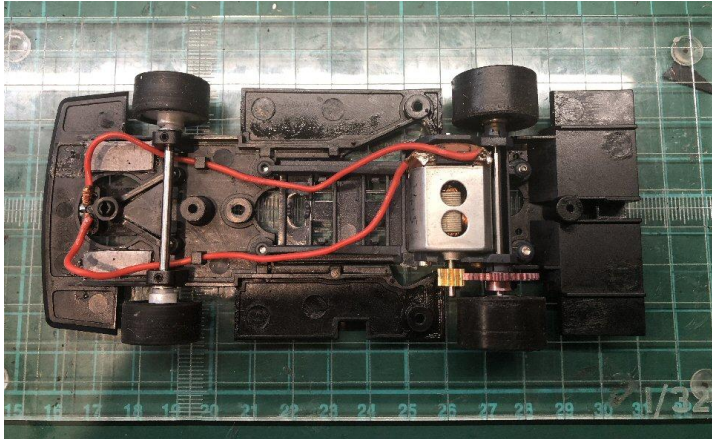
The other thing I am not keen on, is that the BBS wheel inserts used for this model have changed from the very nice ones used on other models. The rear inserts are a flat pan with the gold spokes just sitting proud of a black base.



I am going to change them. This is one option, and close to a wheel the car raced with. But I have some nice quality gold BBS from the Sideways Capri.... I will experiment.

First impressions covered; now to get on with the build.

I found a set of 17 x 10mm rims with high profile NSR 21 x 12 ultra-grips I had pre-trued. So I set the car up first with the standard configuration using these wheels, and obtained 5.1s with the usual little things done, 5.3s with the body on.



But as I am a sidewinder junkie, I decided to use a pod unit that was sitting assembled on my bench. This was a CH67 pod with 0.5mm offset, and a Slot.it Orange Bell / MX16 motor, geared 11:35. It already has the motor screwed in place for additional pod rigidity. 6 grams weight around the guide to hold the nose down.

This has a bit less power than the stock Flat-6 unit in the car, but as I want this car for racing smaller tracks, I am hoping to emulate a Moby Dick Porsche I used to have set up the same way. It was easier to drive on small tracks than my high power BMW M1 pictured earlier.

- Glued and trued front tyres – My easy method.

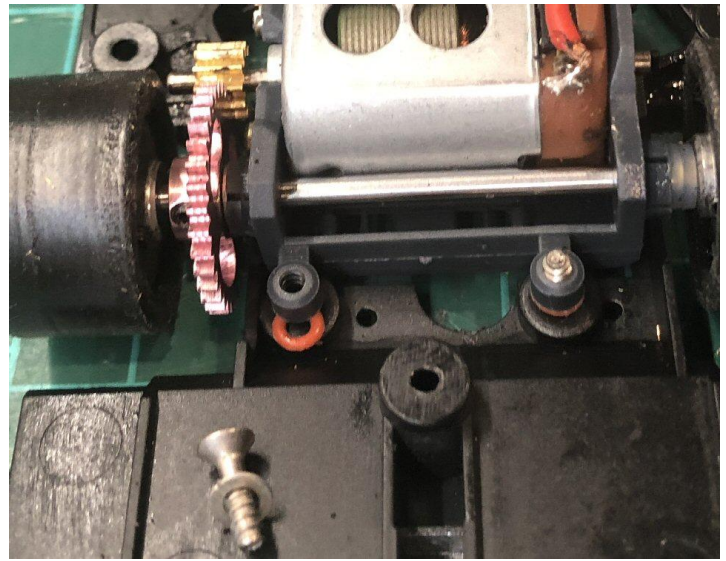
Outside edge, roll back tyre around entire circumference, drip glue onto outer edge, snap back into place, leave to dry.



Inside edge - peel back a little at a time, drip, release.

- Nipped “side wings” off pod, as they aren’t used.

Replaced pod screws with longer one - these are actually body mount screws.



I have the original washer on the screw coming from underneath the pod, then that 1mm thick red rubber washer between the top of the chassis and the underside of the screw mount of the pod. These cushion pod movement in a similar way to using tape under the chassis, but are adjustable. This has the effect of raising the pod 1mm, and lowers the rear end which has those large 21mm diameter tyres. I now have about 1mm track clearance. Note that this chassis has those silver vertical ribs under the main plate – emulating the 1:1 car. Be careful you don’t make the car so low they touch. How do I know this

- Front ride height set for full guide depth.

- Replaced body screws with longer ones, and fitted the same little red rubber washer on the screw before putting onto car. Like with the pod, this is cushioning the pull of the screw onto the underside of the chassis.

If you wanted to be clever you could use one between the chassis and the body post, but you would want to shorten the body post by the same amount so you don’t raise the body.

- Replaced those rear BBS insets with some G5R01 from Sideways as used on the Capri and Mustang, which look a lot nicer.



With a further tickle of the tyres; the car now does consistent 5.1s and 5.2s around my track. Faster than my old Porsche Moby Dick, and just 0.1 slower than my higher powered M1.

Q & A

Q. *I'm building myself a couple of 18k in line USA muscle cars that are not the same as everyone else , So I'm using an SRP or Scalex 18k S-can motor, with my homemade chassis, Slot it wheels and gearing. Can you recommend a suitable gearing for a track with long straights and a couple of tight turns please. Not expecting to beat the Scalex Camaros etc but want to be amongst it.*

A. First up, I think the SRP motor has a lot more torque than a Scalex motor, which can barely pull the skin off a rice pudding, but it actually spins a lot less revs.

An 18k SRP - is just that, about 18k at 12 volts.

A Scalex "18k" actually spins about 23k (They haven't been just "18k" for probably 10 or 12 years.) So you would gear them a lot different. Scalex stock is about 11:36, The SRP to be as fast in a straight line would need 12:34

Geared those ways, the performance would be similar - but how tall you can get away with gearing for those long straights will depend on how much weight the car is carrying.

At say 90 grams car weight. - drop a tooth on each pinion, or increase spur a couple or 3 teeth - just best guess.