TRACK TEST:

LE MANS: SLOTING PLUS 2003 REYNARD 2KQ LM SUPERTUNED RACERS, PART 66:

Track Test by Marc Purdham

Sloting Plus has recreated the 2003 LeMans-winning Reynard but with the markings the car carried for the test days a few months before the race. The only noticeable missing markings are the LeMans stickers on both sides and two on top of rollbar but your can get those from Pattos.

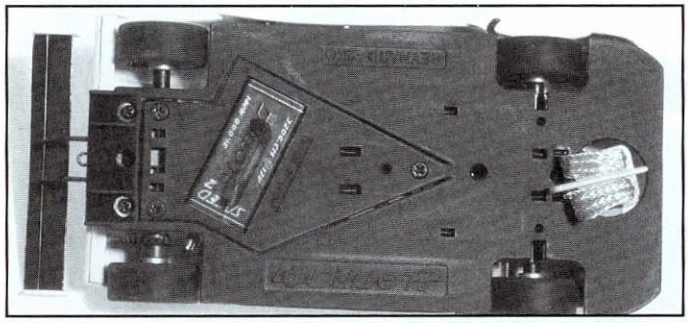
This Sloting Plus Reynard is an incredible first effort for any model car manufacturer. The car has correct proportions, including (significantly) proper-size tires. There's a full driver figure and a well-detailed cockpit. The wing is flexible plastic to minimize the chances of destruction. Spirit produced a 1/32 scale version of the 2000 LeMans Reynard that was Race Track Tested in the September/October 2004 number 17 issue but that model is not currently available. The Sloting Plus Reynard is the 2003 version and the body and chassis are made from completely new molds.

The full-size car was driven by Didier Andre, J-L Maury-Lariabiaere and Christian Pillon to win the LM675 class (15th overall) at LeMans in 2003. It was the third year in a row that the team had achieved victory in the LMP675 class at LeMans, The cars were powered with 1,998 cc four-cylinder turbocharged engines. The Sloting Plus model is decorated to match the car that was driven at the 2003 LeMans test days earlier in the year.

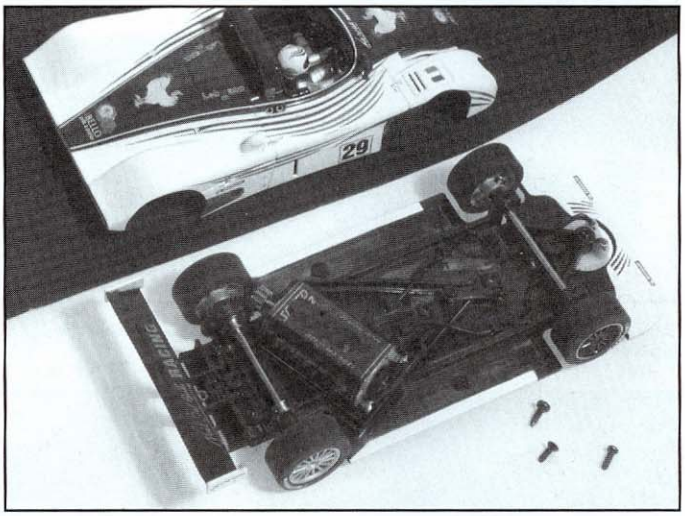
The rear wheels and spur gear are aluminum and are mounted with setscrews. The car is set up with a 31-tooth spur gear but a spare 27-tooth spur gear is included so you can try a different gear ratio of 2.82:1 (11/31) or 2.45:1 (11/27). The guide flag is very rigid but pivots freely and self-centers nicely.

The front wheels are free to move upward about 1/32-inch to insure that the car's weight remains on the pickup. The front axle mounts have holes to accept Allen screw if you want to limit the upward travel on the front axle. The motor and rear axle are mounted in a pod so you have the option of leaving the screws loose to help isolate vibration or tightening-the screws down to further stiffen the chassis. The pod is actually hinged from the center of the chassis with a wisp of plastic so it is, technically, integral with the chassis but it is free to move from side- to side and up and down but not lengthwise so the wheelbase is not accidentally altered.

The anglewinder-mounted motor is rated at 21,000 rpm so it should be acceptable to most clubs' "production" racing classes. The opening in the motor is covered with translucent plastic to minimize the chances of loose screws being picked up by magnets and feed inside the motor. There's a bar downforce magnet mounted directly below the rear axle bearing plate. That rear axle mounting bracket is removable so it could be replaced with a taller one (or some washers



The Sloting Plus Reynard chassis has an unusual design with front of motor/rear axle pod connected to the main chassis with a 1/16-inch spur of plastic that allows the pod to move around but dampens some of the vibrations. The pod itself can be adjusted for more or less movement with two screws.



The Slotting Plus Reynard includes two spur gears so you can tune the car for shorter or longer tracks.

SPEC SHEET: Sloting Plus 2003 Reynard 2KQ LM

The Prototype (the real cars):	The size the model should be in 1/32 scale:	The dimensions of the Sloting Plus model:
Length: 4,590 mm.	5.65 in.(143.4 mm)	5.73 in. (145.6 mm)
Width: 1990 mm.	2.45 in.(62.2 mm)	2.50 in. (63.5 mm)
Height: NA	NA	1.34 in. (34.1 mm)
Wheelbase: 2,750 mm.	3.38 in. (85.9 mm)	3.43 in. (87.0 mm)
Track, Front: NA	NA	2.14 in (54.4 mm)
Track, Rear: NA	NA	2.13 in (54.0 mm)
Tires, Front: NA	NA	8.8 x 20.4
Tires, Rear: NA	NA	8.3 x 20.4
Weight: 761 kg.	NA	80 grams (2 3/4 oz.)
Weight on Front Tires:	NA	37 grams (1 1/4 oz.)
Weight on Rear Tires:	NA	45 grams (1 1/2 oz.)
Magnetic Downforce on Carrera:	NA	20 grams (3/4 oz.)
Magnetic Downforce on Scalextric:	NA	62 grams (2 1/4 oz.)
Ground Clearance (on Carrera):		.6 mm (.050 in.)
Ground Clearance (on Scalextric):		.5 mm (.045 in.)
Pickup Lead (pivot to rear axle):	NA	103.1 mm (4.06 in.)
Gear Ratio:	NA	2.82:1 (11/31) or 2.45:1 (11/27)

SOURCE: 2003 LE MANS 24 HOURS, by Christian Moity and Jean-Marc Teissedre, GSN Publishing ISBN 2-847070471-46-4.

inserted to raise the rear axle carrier) for more ground clearance. The front tires are narrower than rears but they are interchangeable if you want wider fronts.

The car runs well with or without the downforce magnet. We fitted the number 1404 Super Tires silicones for the full Race Track Test running magnet-free. The Sloting Plus Reynard is a quick car, indeed. It turned the lowest lap times yet for a magnet-free modern LeMans car on the Scalextric Classic/SCX test track and nearly matched the quickest time on the Carrera track. And the car is a bullet, with the quickest acceleration time we have measured so far and one of the fastest top speeds. You really oughta be able to win with this one. The Sloting Plus models are available to dealers from Professor Motor (www.professormotor.com).

The model car manufacturers have offered replicas of most of the cars that won their classes at LeMans in 2003. In some cases, the actual numbers and some sponsors may be different because the model might be a replica of a car that raced later in the season. Bentleys finished first (number 7) and second and Carrera has offered them. The American-sponsored Audi R8 finished third and SCX has offered it. The unique checkerboard-finish Dome finished sixth and SCX has offered a similar version. The Alex Job-sponsored Porsche 911 GT3 RS won the LM GT class and Scalextric has offered a similar car. Several of the other non-finishing cars have been available including the Panoz from Fly, the Lister Storm from Scalextric, and the MG Lola in the Banana Joes-sponsored colors from Scalextric. Some of the other cars that competed have not been offered in the exact markings but some can be redecorated with decals from Pattos including the Pagani Zonda (from MB Slot-available to dealers from Hornby America), Saleen (from Fly), Corvette C5-R from Scalextric, the Viper from Fly, the Ferrari Modena 360 from NINCO and SCX, and the TVR Tuscan from Scalextric.

SHOOT-OUT: MODERN LE MANS CARS MAGNET-FREE: MODEL CAR RACING "SUPERTUNED" TRACK TEST: Sloting Plus 2003 LeMans Reynard vs. Scaleauto 2009 Radical SR9 vs. Carrera 1973 Porsche Can-Am 917/30 vs. Carrera 2008 Morgan Aeromax vs. Monogram 1967 Lola T70 Can-Am with Slot.it 14/37 rear axle vs. Monogram 1967 Lola T70 Can-Am vs. EJ's 206 Chassis with Arii Porsche 911 body vs. Sloter 1966 Lola T70 with Slot.it HRS/2 Anglewinder/Flat-6 chassis

	Sloting Plus Reynard	Scaleauto Radical SR9	Carrera Porsche 917/30:	Carrera Morgan:	Monogram Lola T70 Regear:	Monogram Lola T70:	EJ's 206 Chassis:	Sloter Lola T70 Slot.it HRS/2:
Race Performance (with magnets removed and silicone tires fitted):								
Lap Time, 36-foot Scalextric Indy F1 Course:	5.17 sec.	5.52 sec.	5.67 sec.	5.86 sec.	5.70 sec.	5.75 sec.	6.61 sec.	6.17 sec.
Lap Time, 36-foot Carrera Indy F1 Course:	4.62 sec.	5.02 sec.	5.23 sec.	4.94 sec.	4.58 sec.	5.33 sec.	5.59 sec.	5.04 sec.
Cornering Speeds:								
Scalextric Classic* Skidpad(32-1/4-inch circle):	NA	7.47 fps	5.73 fps	6.47 fps	6.55 fps	6.65 fps	5.61 fps	NA
Sport Skidpad (32 1/4-inch circle):	NA	8.54 fps	6.04 fps	6.93 fps	6.28 fps	6.35 fps	6.07 fps	NA
Carrera Skidpad (35-1/4-inch circle):	NA	7.94 fps	6.31 fps	7.45 fps	7.00 fps	7.31 fps	6.58 fps	NA
SCX* Skidpad (32-1/4-inch circle):	NA	7.47 fps	5.73 fps	6.47 fps	6.55 fps	6.65 fps	5.98 fps	NA
NINCO Skidpad (36-3/4-inch circle):	NA	7.77 fps	6.56 fps	6.43 fps	5.71 fps	6.56 fps	6.70 fps	NA
Top Speed and Acceleration at the end of a 1/8-scale-mile (27-foot) straight from a standing start:								
Speed (in 1/32 scale miles per hour):	268.4 smph	249.9 smph	150.56 smph	134.2 smph	259.72 smph	271.8 smph	NA	NA
Acceleration time to cover the 1/8 mile:	1.42 sec.	1.55 sec.	2.35 sec.	2.27 sec.	1.56 sec.	1.64 sec.	NA	NA

NOTES: *The older Scalextric Classic and new SCX track surfaces are so similar we are now using only SCX for this skidpad test.

No Acceleration and Speed figures are available for cars that were Race Track Tested prior to issue number 45.

The letters fps indicate feet per second.

The lap times and other test results for all of the track tests in the first 48 issues are available on the website under "Model Resources", then click on the link "Race Car Test Results". The Scaleauto 2009 Radical SR9 is Race-Track Tested on pages 26-27 of this issue. The Carrera 1973 Porsche Can-Am 917/30 was Race Track Tested on the September/October 2010 number 53 issue, Monogram Lola T70 with a Slot.it rear axle and new gear ratio in the November/December 2009 number 48 issue, the Monogram Lola T70 with stock gearing in the September/October 2009 number 47 issue, the EJ's number 206 brass chassis with an Arii Porsche 911 body in the May/June 2008 number 39 issue, the Monogram 1964 Ferrari GTO LM in the July/August 2009 number 46 issue, the Sloter 1966 Lola T70 with Slot.it HRS/2 anglewinder chassis and Flat-6R motor in the March/April 2009 number 44 issue and on the Carrera 2008 Morgan Aeromax in the Marc/April 2010 number 50 issue.