



## The DINO files: Ford GT40 set-up



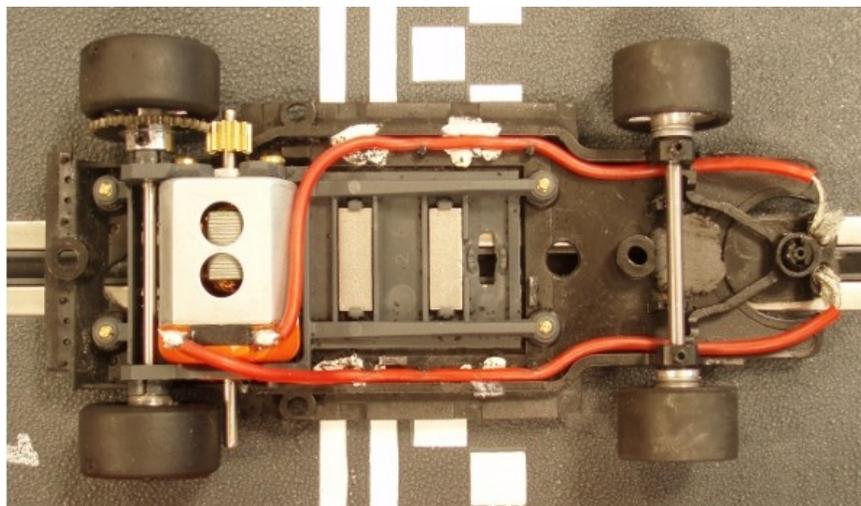
Start removing the body and take a look to the motor mount.

Using the axle with has a reduced section in the middle, we'll improve clearance between axle and motor can, thus eliminating the possibility of dirt accumulating in this area.

In addition, the 51 mm long version, code PA01-51R, will offer a longer surface onto which locate the wheels.

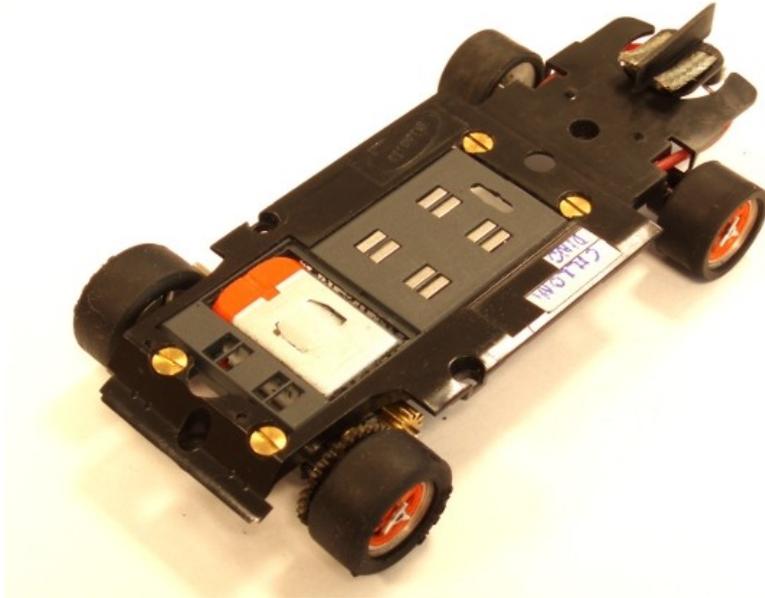


Each end has a different length: the longer one is to assembly crown and the left rear wheel, the shorter one to locate the right rear wheel.



My car has been prepared for the “Slot.it Classic” category. Magnesium rims are used for all the four wheels. At the rear, because they are lighter than the aluminum ones. Compared to the plastic versions, they have stricter tolerances, thus giving the car even more stability.

The drive crown, with 32 teeth, is made of plastic. I find that the coupling made with crowns of this material are smooth and silent. In addition, with plastic gears lubrication is less important than with the aluminum ones. This may be important especially for endurance races, because oil and grease tend to get mixed with dirt.

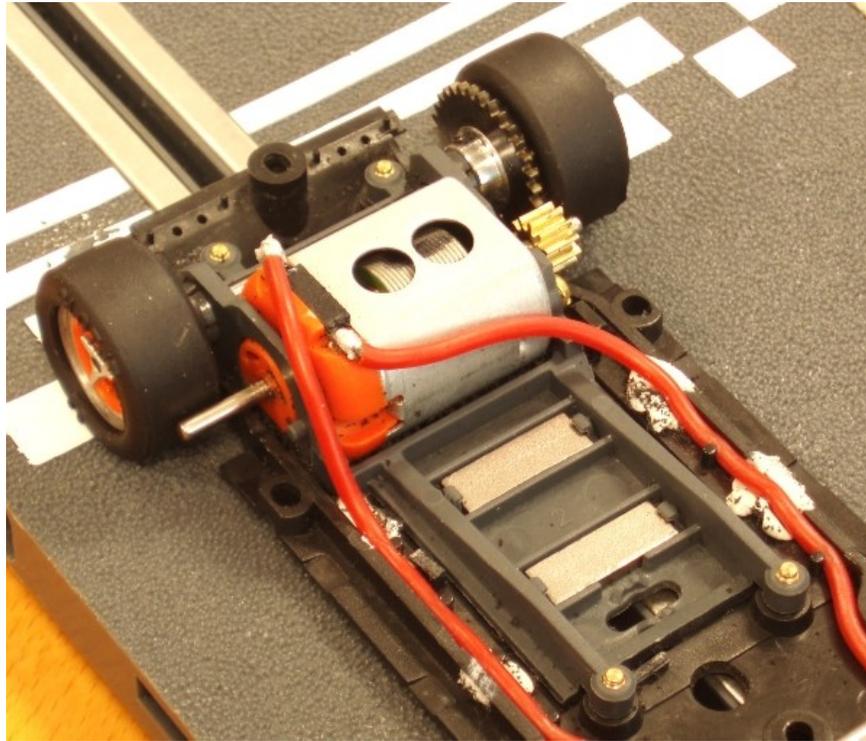


Assembly of motor mount to chassis:

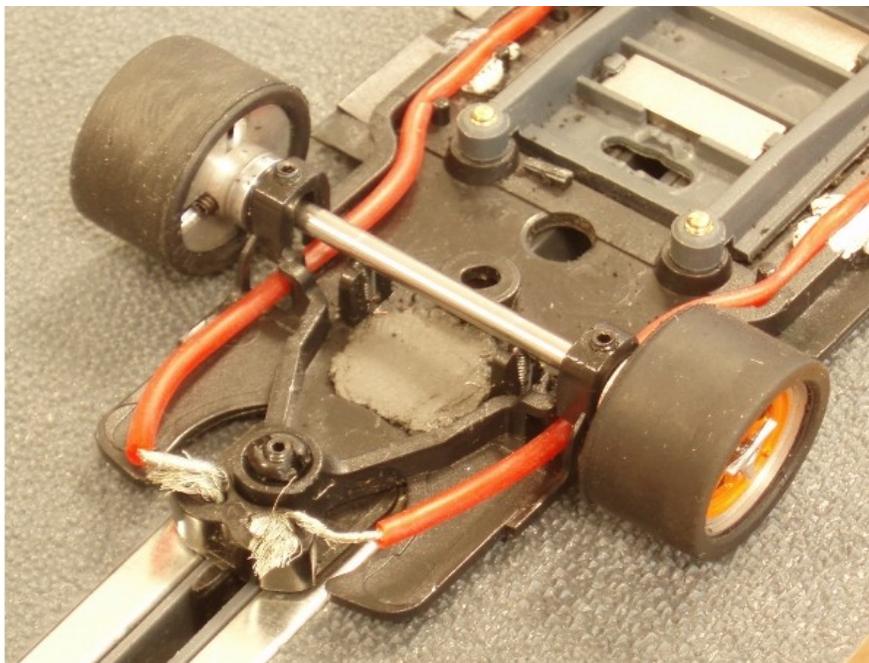
I used the conic head version of Slot.it screws (code SICH54b) both in the front and the rear part of motor mount.

The screws at the front should be driven as far as being almost completely tightened, less one turn or half a turn, else the set up may be too stiff when racing with new tires on rear wheels.

At the rear, screws must not be fully fastened; they should be left a little loose to use the motor mount for creating a suspension effect. Their set up usually depends on the specific track the car is going to run on. I'm used to loosen them when the car tends to jump often on the bumps of the track, or if pick-up exits the slot when running through the corners: both these cases mean that the set-up of the car is too stiff. On the other hand, screws should not even be too loose. This would reduce the grip of the car and increase its tendency to spin.



At first, I tested the car without any extra mass on the chassis; and it was very fast already. Then, it took the track again after the addition of some ballasts. I found the best compromise with two tungsten ballasts put in the locations in front of the engine; in addition, another mass made of the same material, of about 1 gram, was placed under the front axle. In this way, the car remained almost as quick, but became also easier to drive and more forgiving in case of driving error.



Assembly of body to chassis:

After some testing, I believe that the best solution is using the big head Slot.it screws, CH52 code. Moreover, in the new version the threaded part of shank is shorter, thus avoiding the risk that chassis eyelet get jammed in it.



They work well on this car, where body has much play with chassis. For the same reason, body has an excellent freedom to tilt on chassis even when screws are almost tight. This is a big advantage for the handling and the quickness of the model.

On my car, the rear body screw is quite fastened, even if not completely; the front one is a little loose, because this way I feel that the driving is less nervous.

### Front axle set-up:

I removed both the bottom rests and the plastic bushings, in order to adjust the position of this component. Then, I put 6 mm long grub screws inside the bottom locations, and I lifted the axle to a position that is enough to avoid contact of front wheels and track in straights.

I put 3 mm long grub screws inside the upper locations. Their position must be adjusted so that front axle is free to have a little vertical run.

The front track was extended by the use of washers, almost until reaching the body overall width. This will help to keep the axle in a high position, and still have its effect on stability when running through corners.

I chose the front tires Slot.it "PT15" code, that produce very low friction thanks to their "zero grip" compound. Moreover, their tread is very wide and smooth; no additional truing is necessary. For all these reasons, these tires give excellent stability to the car. They should be used with the "Slot.it" logo facing the inside of the car, so that the little flash on this side of the tire will not touch the ground and cause no troubles.

