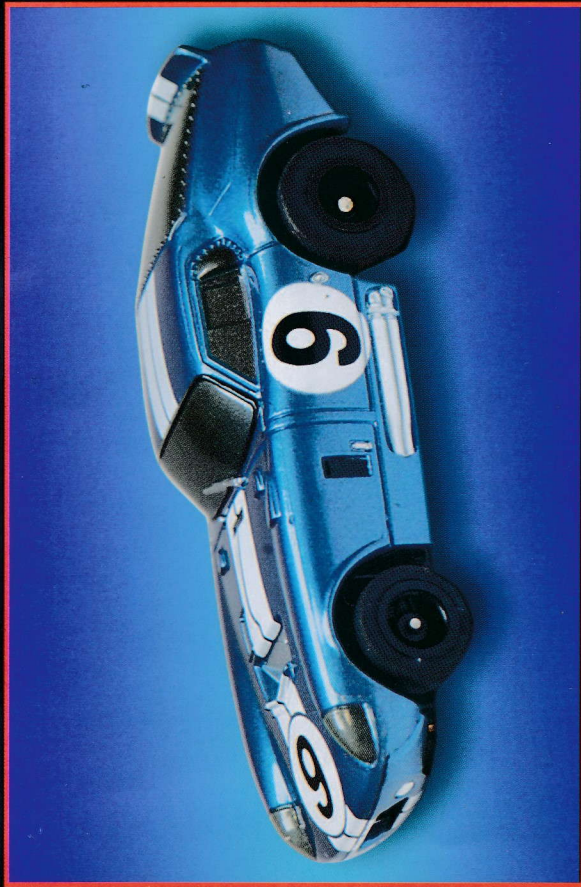


Racemasters

H.O. Racing Guide

An Introduction to H.O. Scale
Electric Slot Car Racing



RACEMASTERS

www.toyracecars.com

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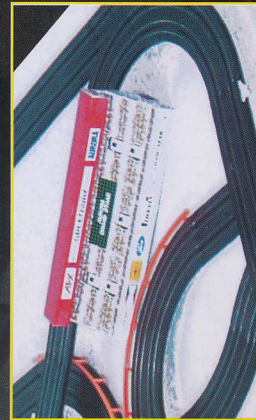
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Electric Slot Car Racing

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RACEMASTERS

Welcome to H.O. racing!

H.O. racing is not only fun, it's also healthy. It relieves stress in a whole bunch of ways.

Being a hobby, you get the enjoyment of working on the track, the cars, and the layout. You can spend hours decorating the cars until they are concourse d' elegance perfect. The same goes for the track. As in model railroading, you can spend hours decorating your track, scenery...all of that.

But the thing that really sets H.O. car racing apart from other hobbies is racing.

No matter how hard you try, it's really hard to race trains. After the 150th hour of watching old No.7 rounding the bend, it starts to get a little old. But get a few friends or family members together, fire up a couple of Porsche 962's, and tear into that race track...it doesn't get any better.

Everything goes out of you're mind as your focused entirely on putting in a faster lap than your competitor. The old competitive juices start flowing and all of a sudden, you can imagine yourself drinking victory milk at the Indy 500 or champagne from the winners cup at Le Mans.

There is no better stress reliever than racing. But H.O. truly goes beyond that. The hobby also is great for enhancing one of the most underused tools in the arsenal of the human brain...imagination. Like model railroading, H.O. cars give you the "Walter Mitty-esque" joy of imagining yourself in the cockpit and racing wheel to wheel, with all of your heroes. All of this plus if you hit the wall at 200 mph...you walk away!

Psychologists think that exercising ones imagination is one of those "quality of life" things that you can't put a price tag on. We agree.

We also like the ability H.O. racing has for bringing a family together. Anyone can race these little cars. Everyone is on an equal footing and let the chips fall where they may! This hobby is so much fun for the whole family, it's hard for it not to bring everyone closer together.

Now- let's have some fun!

A quick history of HO racing

HO racing owes its roots to model railroading hobbyists. Back in the 1960's model railroaders wanted to have cars, trucks, and buses to drive on the streets of their intricate railroad layouts.

The early era:

The typical railroad hooboyist of that era had entire towns built within the layouts of his train layout, and it only seemed natural to have cars driving on the streets.

The beginning of H.O. Slot

Cars featured marks such as the

Playcraft Electric Highways

sets which evolved into the

Aurora Model Motoring sets.

Derek Brand is generally

thought of as being the "Father

of H.O. Racing", and the man

behind Playcraft and Aurora.

The early cars featured a motor

configuration nicknamed

"Vibrator motors". They were

propelled by a vibrating reed

that turned a drum shaped

"gear", and thus propelled the

cars forward. They buzzed around that track at a low rate of speed on skinny hard rubber tires. The lack of

traction created an oversteer condition usually followed by a tip-over that led to much frustration when trying to race.

The cars also were not too reliable and almost impossible to work on. This in turn led to a lot of frustration and a lack of the most important ingredient...speed. The key element for the burgeoning hobby though was ease of set up. H.O. tracks can be set up on a 4' x 8' piece of plywood and raced at will. When done, the entire track can easily be stored away. This one fact led H.O. car racing away from being a support mechanism for H.O. trains, to a stand alone hobby of its own.

H.O. trains are 1/87th scale so all of the early slot cars were the same. As time went by, three things became very clear. The H.O. scale cars that were originally designed more for decoration than performance were starting to be raced.

To make a cost effective and better working car, that could realistically be worked on, it had to be a little bit bigger. The motors that were available (as well as other key parts) simply didn't lend themselves to fitting within this scale.

It was impossible to make realistic looking bodies given the constraints of the chassis components.

Additionally, the cars were so small that many people had trouble discerning the details.



So, a few key early pioneers took the original idea (created by Derek Brand) and started to change things. The ironclad 1/87th scale soon gave way to slightly larger cars. Still nowhere near as big as the 1/24th and 1/32nd slot cars that were so dominant in the 60's, the modified H.O. scale cars became very popular.

The three key points listed above teamed up to change the scale from 1/87th to an area roughly between 1/50th and 1/72nd scale today. Today's Indy type cars are typically a little smaller (closer to 1/72nd scale) while some of the stock cars and larger "Group-C" type cars tend to be larger (towards 1/50th scale sizes).

Also, today's better body sculptors exercise a little "Scale Factor" in their design of the bodies. They take into account factors that they cannot change, (like chassis limitations and perceived appearance), and make alterations to make the model look more like the actual car. This also tends to make varying scale dimensions.

Over the years, the attention shifted more to performance and handling rather than actual adherence to a strict scale format. As the hobby came into it's own and separated from trains, the consumer desires also changed.

The Thunderjet era

In 1963 the "Thunderjets" were born. Enthusiasts gladly jumped on the bandwagon of the T-Jet revolution and actual racing started to form in garages all across the world. The T-Jets featured a geared motor that was eminently more "driveable" than the old vibrator cars. Dependability was good, and the speed was much greater than the vibrator cars. Variations of the T-Jets went on for quite some time culminating with the AFX line in 1971.

The AFX era arrives

Aurora's AFX line changed the face of H.O. racing. The "Aurora Factory Experimental" cars were highly tuned racers that blew everything that came before them into the weeds. The biggest thing though was yet to come. In 1974, AFX introduced the "Magna-Traction" line. This was the first use of the motor magnets providing down-force to the track rails. The cars handled like a dream and racing H.O. cars started to become really fun.

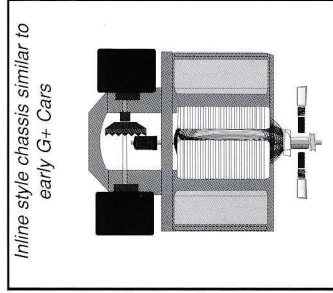
The G+ arrives

In 1976, Aurora came out with the G+ cars (Gravity Plus). The G+ were 30% faster than the previous and all conquering Magna Traction cars. They featured in-line high output motors, sponge tires, and a heck of a lot of magnetic down force. Slot car pioneer Jim Russell developed this car with a team of talented people including H.O. legend John Cukras. The future was now!

Since the G+ there have been a myriad of evolutions to the magnetic down force slot car. Most of these were developed by either Jim Russell or John Cukras for companies like Tomy, Tyco, Aurora, Life-like, and others. Today's SRT and Super G+ cars now feature "Can" motors (more on these later), greatly improved buss systems, and incredibly realistic bodies.

Today's H.O. racing cars, while not true H.O., are nonetheless the most realistic, powerful, fun to race cars ever. What was originally intended as an ornament quickly became a performance based hobby unto itself.

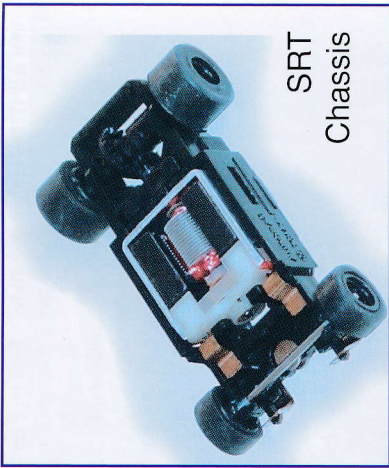
The current Super G+ and SRT cars are fast as a bullet yet handle like they were on rails (they are!). The bottom line is that the modern H.O. car has more play-value than anything ever before it. And you can still set up a great track on a 4' x 8' piece of plywood. Some things never change!



SRT™

The Modern Era

From the inline chassis configurations of the late seventies through the early eighties came the next step...the "can" motor. These modern era chassis have an integrated "snap-in" motor that is self contained in a combination canister/flux collector. The can amplifies magnetic output and helps direct more of it to the track rails.



SRT
Chassis

The modern Can cars typically also feature rear inline "Boost" magnets that further grip the track rails. The commutator barrel/ spring/brush buss systems of the old inline motors gave way to a slide stamped system offering more direct connection.

Overall, hot motor, better handling...These babies Rip!

The SRT arrives

These are super fast H.O. cars. Check out these features:

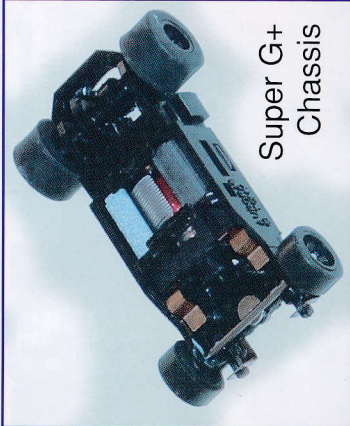
Neo Dymium Magnets - Hi Torque Gear Ratios - Non Disengaging Pick Up Shoes Hi Conductivity Shoe Springs - Ground Effects - Hot Armature - Can Motor. The SRT cars have been very popular as they feature a good combination of performance, reliability, and user friendly handling.

In 2001, Racemasters released the SRT Cobra Daytona Coupes. A blending of modern era technology with a classic body style.

SUPER G-Plus™

Super G+

The performance standard in H.O. Racing was set many years ago by the original G+ car. Today, the updated Super G+ features: *High Output Precision Wound Armature - Can Motor - Ground Effects Magnets - Tru-Trac Racing Tires - High Conductivity Pick Up Shoes - Micro Spur Gears.*



Super G+
Chassis

The Super G+ is the most raced, most often modified, and all around fastest car on the market today.



Troubleshooting

The Dreaded Fuzz!

The first thing you have to remember when setting up your set is Carpet Fuzz! 90% of all first time users will open the box and set up the track on the carpet. This is fine depending on the type of carpet.

Carpet fibers, fuzz, and remnants easily foul the gears, axles, and buss system on H.O. cars. Most of the warranty complaints that come in are the direct result of having carpet "fuzz" wrapped around axles so tight that the cars won't run any longer.

The key here is to make sure and clean the fuzz out of the cars on a regular basis. Also, avoid the problem in the first place by laying down a sheet or plywood under the set before you set it up.


Once the car is fouled with fuzz however, it's a simple matter to remove it. Just get a toothpick and work the offending fuzz from the axles or gears. It's easy.

Oil

Your H.O. slot car will run without regular oiling, but it won't run very well! It's a good idea to oil your car every time you run it. The key though is to oil the car very sparingly. Too much oil is worse than not enough.

The drawing to the right shows the key areas that you will need to oil regularly. The type of oil you need to use should be a lightweight Mineral Oil found in all hobby shops. Local Hardware stores also will carry a "3 in 1" type Oil or a WD-40 oil. These will all work fine.

The Hobby shop oils are better as they have "needle" type applicator that gets into the tiny places you will need to get into. If you have non Hobby type oilers, simply spray or drip a small amount of oil into the cans cap or a pop bottle top. Use a wooden toothpick to dip into the oil and apply to the car.

Wherever you see the symbol , apply oil. To apply the oil, use the toothpick or applicator and put a tiny amount of oil on these parts. Less than one drop is all that is needed.

The armature bushings are next up (numbers three and four). These are a bit tricky as over-

oiling here can hurt your car's performance. Oiling the commutator bearing is very important. It is critical to keep this bearing oiled, but over-oiling kills the cars pep. The commutator is located at the end of the armature towards the front side of the car (Refer to Figure 1.3). About 1/8th

of a drop of oil is all that's needed. The commutator itself, can be damaged if oil gets on it. If you think you have mistakenly gotten some oil on the commutator, use a Q-tip soaked in lighter fluid or ammonia to wipe it clean.

The rear armature bearing is far less tricky but also needs to be oiled whenever you oil the front commutator bearing. Use the same procedure on both bearings.

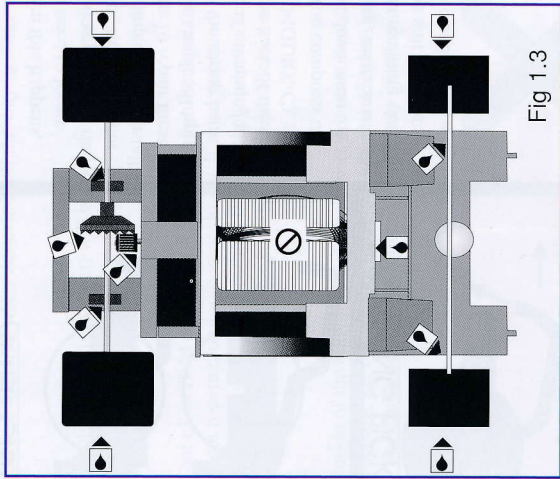


Fig 1.3



Cobra Daytona Coupe

Crash Damage

Whenever you car flies off the track it is subject to damage. H.O. cars are pretty tough, but damage can occur. Following is a listing of common problems and fixes:

Pick-Up shoe popped off.

Refer to drawing 1.2.

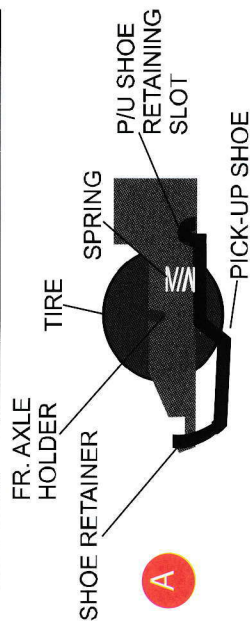
The pick-up shoe hooks into the rearward bulkhead retaining slot and then clips into the Pick-Up shoe retainer at the front of the car (FIGURE-C).

It is common upon crashing, for the shoe to pop off (FIGURE-B).

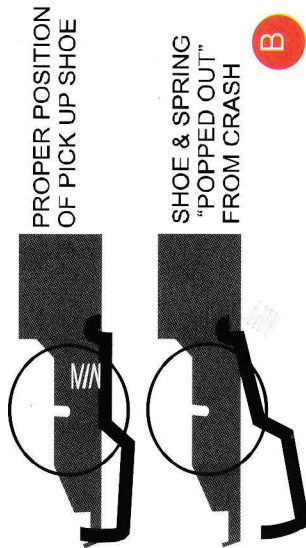
When this happens, you need to locate missing parts that may have "flown off" during impact & re-install them. To repair these is quite simple. Simply clip the spring back into its retaining slot in the back of the chassis (FIGURE-C), then, as you compress the shoe down onto the spring, reattach it to the front retaining slot. The shoe will snap into place and you're all set!

DRAWING 1.2

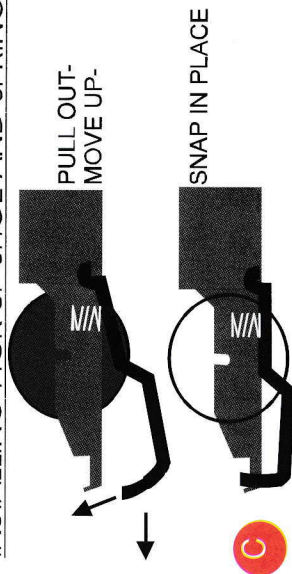
CROSS SECTION OF PICK UP SHOE ASSY



AFTER CRASH DISPLACEMENT



INSTALLING PICK UP SHOE AND SPRING



Axle Popping out.

This happens one out of every 10 crashes. Refer to the illustration at right. The rear axle snaps into place. Upon impacts from crashing, often times one side of the axle will pop out. The car still looks like it's fine, but when you try to run it, it will just sit there and hum. Pick the car up and look at it from the back. If the axle is perpendicular to the chassis, it is fine. If however, it is on an angle (see illustration) it is popped out. If it is popped out, the reason the car won't run is that the entire assembly is in a bind.

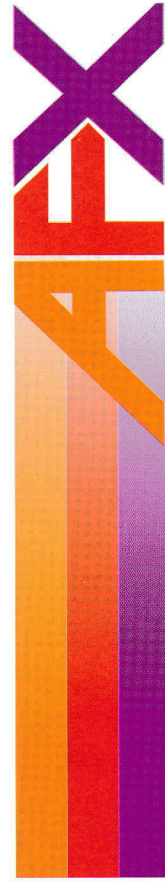
To fix this problem, simply hold the car upside down in your hand and use your thumbs to press (or click) the axle back in. You will feel the click when the axle is all the way in. Once in, you're ready to Rip!

On rare occasions, the axle boss (the part that holds the axle in) will break off. If this happens you will need to order a replacement chassis.

Body Rubs

After some impacts, the body can pop out of its Hold down clips and rub against the front tires. This will usually result in the car either not moving, or going very slowly. If this symptom occurs, check and make sure that the body is in its proper position. If not, simply pop the body off and press it back on so that it is evenly centered on the chassis. The clips will "click" into place when correct.

Usually, the back tires will rub on the inside of the body., This is much more common than the front tires rubbing. With the rear tires rubbing, the car will not move but will "hum" when you apply throttle with the hand controller. The armature is trying to turn but the body pressing on the tires prevents it. This causes the "hum".



Armature Popped Out

On rare occasions, the armature can pop upwards and the car will not run. This almost always happens at the back side of the armature (opposite of the commutator side). To repair, remove the body, place the car on a small block of wood or spool of thread so that the tires are hanging and the center of the chassis is supported. Take a pencil eraser and press down on the armature bearing until it clicks back into place. Do not just set the car on a table unsupported to perform this repair or you might bend the axles!

Broken guide pin

Sometimes the guide pin will break off after a particularly nasty crash. To fix it, you have to first remove the old guide pin and replace it with a new one. The easiest way to perform this is to either use a pair of hobby pliers and pull the broken pin out – or – use a flat bladed small screwdriver, place it behind the pin boss, and slowly wedge the broken pin out. Always point the screwdriver away from you in case you slip!

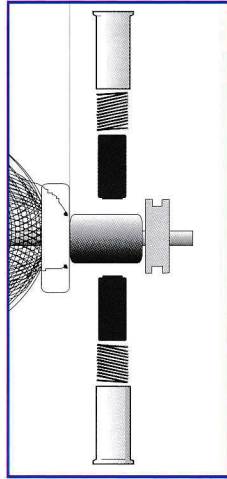
Once removed, use pliers to insert the new pin into the boss and press in. It takes a considerable amount of effort to get the pin into the boss. It is a “press-fit” and this is normal. Make sure to apply even pressure during this process so that you don’t bend the shaft of the new pin.

Broken commutator brush

This problem is rare and very hard to detect. The commutator brushes are made from a highly conductive carbon based material. The brushes are held inside the commutator brush holders (also called barrels) and tension against the armature commutator is provided by commutator brush springs. After a major impact, it is possible (but rare) that the commutator carbon brush, will crack in half. Often, the car will still run, but the performance will suffer. Sometimes, the car will not run and you’ll be scratching your head as to why?

Dirty or worn commutator brushes (Inline Motors Only)

With time, commutator brushes will wear out. It’s safe to say that casual racers will seldom wear them out, but for the serious enthusiast, these are replaced all the time. There are several aftermarket commutator brushes available that give your car more power so often times they are changed for this purpose as well.



When carpet fuzz, oil, or any foreign matter gets into the commutator, it will sooner or later foul the brush.

Broken Chassis

Sometimes in the event of a particularly hard crash, the actual chassis can crack or break. This happens more frequently with the can motors rather than the inline cars. It is rare, but when it happens, the car will either not run at all or run poorly. Usually, the rear “Boost” magnets will touch the track rail and hinder performance.

The best way to repair this situation is to simply replace the chassis. This is the sure fix and leaves no doubt as to the repair. In some cases, the broken chassis can be repaired by using high strength epoxy. One must use this sparingly however to avoid fouling running gear. It’s best to build up several thin layers.

Stripped Wheel Hub

Often when a young child plays with a slot car, he/she may lean on the car and either bend the axles or strip out the hub. The rear axle is a press-fit into the rear wheel hub. When a lot of weight is applied, sometimes the axle hole in the hub will crack. Once cracked, their is little tension holding the axle in. When power is applied, the axle will spin in the hub. The car will either go very slowly, or simply not run at all.

Epoxy will sometimes work, but you will usually need to order a replacement set of wheels/tires to properly fix this problem.

Track and Accessories

HO racing is nothing without the track! Here’s a little primer on how it all works.

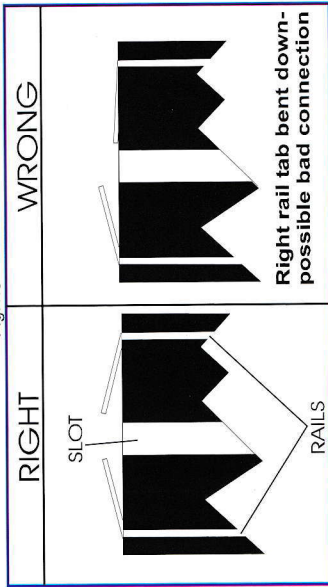
Track:

H.O. scale slot car tracks work by providing power to the car and providing a surface upon which the car can race. But how does it all work?

The modern era H.O. tracks are injection molded styrene plastic parts with common steel rails. The rails are connected to a transformer power source which converts 110vdc wall socket electricity down to a safe 12 volt rating. This “transformation” from higher voltage down to 12 volt is why H.O. tracks are safe. You might feel a very mild tingle when you touch both track rails at once...but nothing that could harm you.

The hand controller that plugs into the terminal track (along with the power supply from the transformer), controls the car’s speed. When you pull the trigger on the hand controller, the wiper arm moves back and forth across a resistor. This is the long skinny thing with wires wrapped around it. The wiper arm moving back and forth across the resistor either increases or decreases the resistance. This in turn either increases or decreases the amount of power that is being allowed to travel the track rails.

Fig.1.5



When the power (metered by the hand controller) leaves the terminal track, it travels from track rail to track rail at the connection. If you hold a piece of track up and look at the connector joints, you will see that the rails bend slightly outward (Fig.1.5). This is so that they will make a good solid contact with the opposing track’s connectors. Sometimes, a connector will be bent inward and make poor (or no) contact, this will result in a dead piece of track. To fix it all you have to do is bend the connector out sufficiently to make contact with the opposing piece.

Once all the pieces are together and you have a closed circuit, you’re ready to rip! Once you put the car on the track and squeeze the hand controller trigger, electricity flows through the track rails onto the pick up shoes of your car. Form their, they travel through the electrical connection systems (also called buss), to the commutator of your electric armature. The armature spins as it’s pulled between two magnets, the gears turn, and next thing you know...you are racing.

O.K., let’s set this thing up!

The layouts included in your set are just the starting points. There are so many track layouts that can be made- it will make your head spin. Elsewhere in this book we have listed a few of the more popular ones. Anyway, once you pick out a layout that you like best, it’s time to assemble the track.

First thing is to get all of the track pieces together and inspect them. The number one thing we want to do is make sure that all of the conducting tabs are bent outward a little so that they will contact the opposing piece properly (Fig. 1.5). Next, select either a piece of plywood, or some non fuzz generating blanket or covering to place the track on. Do not place the car on your shag carpet. Every time a car goes off, it will pick up carpet fuzz and soon...won’t run.

If you use plywood, it’s easy to mount the track to the wood using small “brad” nails in the mounting holes on each piece of track. Another good way is using small amounts of hot melt glue where the plastic joins the wood.

Many people also glue the actual track pieces together to keep them from separating. There are two schools of thought here.

School one

You simply put the track together and dab a few drops of acetone or finger nail polish remover in the joints. These solvents will slightly melt the plastic in the joints making for a secure bond. In a pinch, a little careful prying and you can pop the join track open.

School Two

We think this is the better school to go to; but you have to do a little bit of soldering. Step One- Glue the track pieces together as in School One,

Step Two- hard-wire the track sections together. In this process, you simply solder a wire from one rail to the corresponding rail on the other track piece. This step eliminates the possibility of a loose track connection. It takes more time and effort, but if you race a lot, it's a good way to go. *Note: Be careful not to melt the plastic when soldering the wire to the rails.*

Once these steps are done, it's just a matter of setting up pit buildings, plugging in the power and controllers, and hooking up a lot of guardrail.

Speaking of guardrails, at most plastic supply houses you can purchase .20 thousandth thick white styrene plastic. This material can be scribe cut with a ruler and box knife and glued onto the edge of the track with acetone. Cut your wall 2 inches tall by about two feet long. Once installed (glued on), it ends up looking just like a real "pit-wall". You can add logos cut out from race car magazines by gluing them onto the wall. The wall also helps keep the car from flying off the track. This is a good thing as it cuts down on busted cars!

Another helpful tip is to glue bridge supports or risers in place by a few drops of hot glue. Remember, don't apply too much glue, as you may have to take the supports apart one day!

Keep it clean!

The single most common problem we encounter is dirty track rails. H.O. track rails are highly conductive. The material used is also highly susceptible to corrosion, dirt, and overall fouling. Whenever you use your H.O.set, its a good idea to wipe the entire track down with a clean rag, and then clean the track rails.



To clean the track rails, you will need to use either a mildly abrasive ink eraser, or a very fine sanding block using 600 grit sandpaper. Lightly go over the rails to remove the microscopic layer of corrosion. Once corrosion is removed, wipe the track down again with a clean lint free cloth, to remove any residual debris.

Once you get the cars running, it will usually take a few laps to bed the track in. It is common that the car may stop at a few sections until the corrosion is entirely gone and the track "bedded in". Once the cars are circulating around the track without any problem, take the car off the track and clean the cars pick up shoes. Using a white ink eraser, rub back and forth on the surface of the pick up shoes until clean.

Making your own track adapters

Often time you may have two different types of track that you want to join together. The track joining systems on all of today's modern tracks are all different, but the slots and rails are all pretty much the same.

To join dissimilar track together (Aurora AFX to Tyco for example) you must make two equal length adapter tracks. We prefer 3" or 6" track lengths, but the length is up to you as long as it is a standard length.

You will need two straight pieces of track from each set. Flip the track upside down and remove the track rails. Don't worry too much about breaking tabs off, as you will glue the rails back in once done.

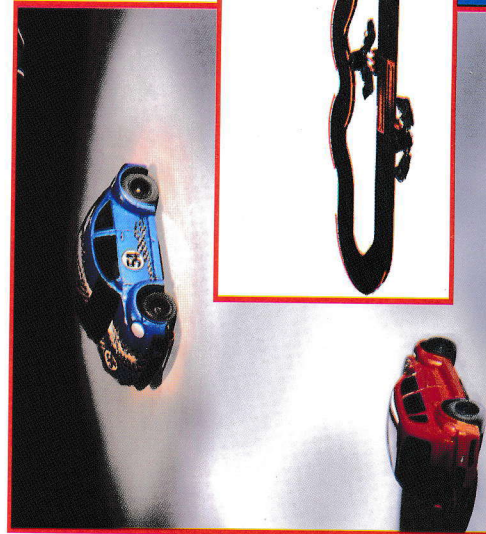
Once the rails are out, it's time to cut the track, Using a miter saw or straight edge mark, cut across a track



piece at a right angle. Use a fine toothed hobby saw to perform the cut. Once done, repeat with the other brand of track. When done, you will have four pieces of track. Next, glue two opposing track pieces together using epoxy glue. Set the track on wax paper and apply a small amount of epoxy to both of the cut surfaces of the track. Glue together and use weights to make sure the track remains flush while drying. Repeat this step with your remaining two opposing pieces of track. Wait several hours until dry.

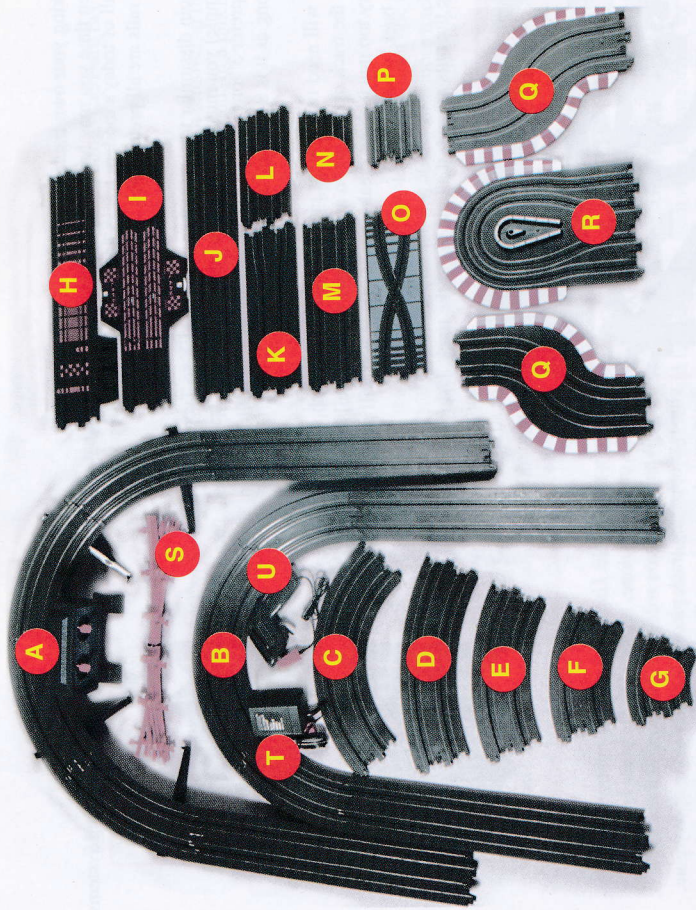
Next, using diagonal cutters, cut the track rails removed from the original track pieces exactly in half. Solder ten two track rails together making sure to measure ten lengths exactly. Remember, they must fit into the new adapter track perfectly in order for ten joints to work properly. Now, reinstall the rails into the newly created adapter track. Use several dabs of epoxy glue to make sure the rails stay put. You may also want to hard wire the rails together for insurance.

Make sure before the glue is dry that the rails are level before installing.



You will end up with two adapter tracks. Attach type "A" track on one side and type "B" track to the other side. Repeat this process on the opposite side of the track so that everything equals out.





Track & Accessories

The photograph above shows the variety of track available for the enthusiast. The track that comes in the "set" that you purchased at the store is just the tip of the iceberg. The variations, configurations, and sheer fun you can have designing your own layouts is limited only by your imagination.

8628 9" Banked Curve Set "B" -Perfect for the end of a straight, the banking lets you "back the cars in" for high speed wheel to wheel racing.

8630 Controller "U" -The hand controllers of today are all variations of the Russkit style units invented in the sixties by Jim Russell. Variable ohm resistance controlled by a sweep arm on a resistor. Various after-market versions can be had at any hobby shop.

8631 Power Pack "T" -The U.L. listed "Wall Type" Power pack is the norm for most household racing applications. Larger layouts and/or Pro tracks often use battery power or professional grade power supply units. Most serious home users will hard wire one power pack per lane. This eliminates the "surge" encountered when one car flies off the track. Normally, one power pack powers two lanes simultaneously. This is fine for basic use, but it's much better to have one power pack per lane once you start getting serious. Most people will buy two Terminal Track and simply disconnect one lane. Reversing the disconnected lane on the other terminal track will give you individual power to each lane.

8656 6" 1/8 Curve "G" -Standard track piece, used as an inside piece for four lane sets - two of these will fit perfectly inside one 9" radius curve. Perfect for making four lane sets.

8663 15" 1/8 Curve "D" -Perfect long sweeping corner for a large two lane track. The most common usage however is being the outside lanes of large (and we do mean large) four lane layouts. Two of these fit on the outside of two 8642 12" 1/8 radius curves. Two 8624, 9" 1/8 curves fit inside two of these to make a four lane section

8642 12" 1/8 Curve "E" -The matching inside pieces for the 8663 track. Or, a stand alone radius corner for two lane tracks. Like the 8663 though, primarily used for four lane set-ups. Two of these fit inside two 8663 1/8 curves to make a four lane section. Two 8624, 9" 1/8 curves fit inside two of these to make a four lane section

8992 3" Hairpin Curve "R" -Great for a two lane layout. Very difficult to drive, a good equalizer

8993 9" Chicane "Q" -Very popular curbed section for two lane layouts Left or Right

8623 9" 1/4 Curve, Pr. "C" -This is the cornerstone curve track. Like 15" straights, this is one of the most important and widely used track piece. Also- by putting two Part Number 8656, 6" 1/8, inside one of these 8623's, you get a four lane track section! Also, by putting one 8623 inside two 8642 12" 1/8 curves, you also get a four lane section.

8624 9" 1/8 Curve, Pr. "F" -Nice sweeping corner section for two lane layouts. For four lane set-ups, two of these fit inside two 8642 12" 1/8 radius curves to make a four lane section.

8627 15" Terminal Track "H" -This is where the power plugs in, and where the controllers hook up. It's good to have one terminal track per lane along with one power pack per lane for advanced racing.

8646 15" Lap Counter "I" -Does just what it says, counts laps automatically

8621 15" Straight Track, Pr. "J" -This is the cornerstone track piece for H.O. Racing. You can never have enough 15" straights. To expand a layout, divide your set in half, add 15's equally on both sides, and you are all set. Easiest way to make a small set large.

8626 3" Adapter Track "N" -Tomy to AFX

8622 9" Straight Track, Pr. "M" -Basic workhorse straight track section.

8641 6" Straight Track, Pr. "L" -Basic workhorse straight track section.

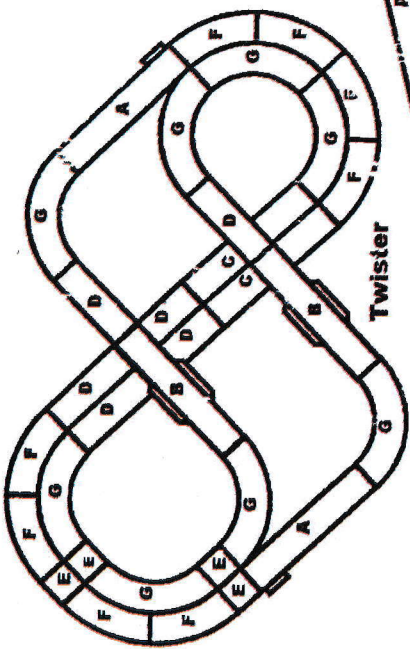
8632 3" Straight Track, Pr. "P" -Basic workhorse straight track section.

8655 9" Crossover Track, Pr. "O" -Gimmicky track that changes lanes when hit. A good equalizer on some layouts. Kids love this one.

8648 Guardrails, 10 Pack "S" -Make a note...you can never have enough guardrails.

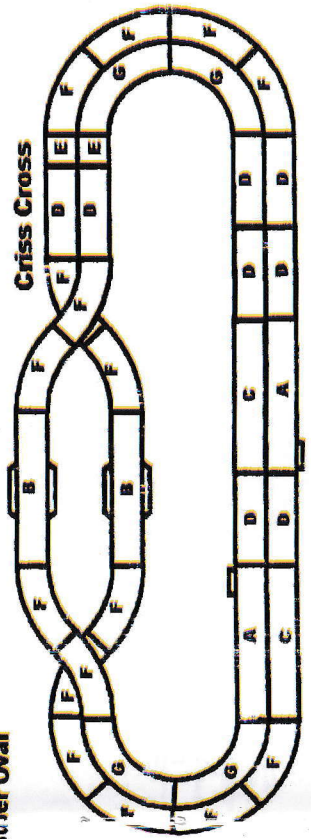
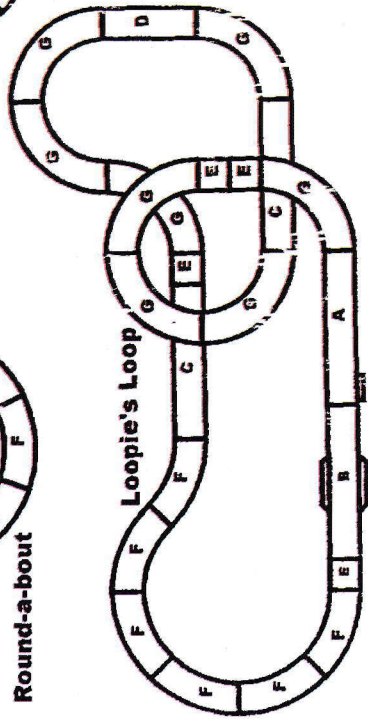
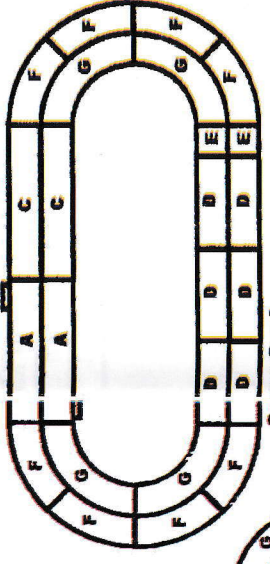
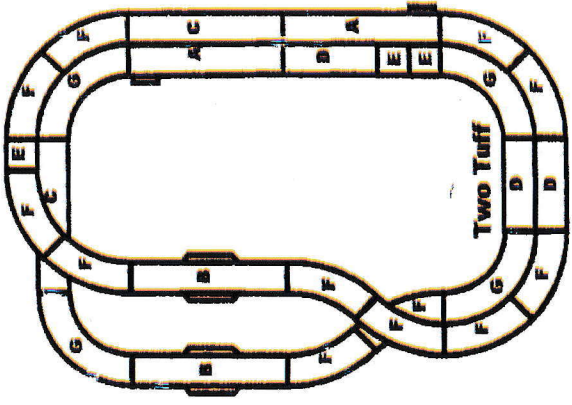
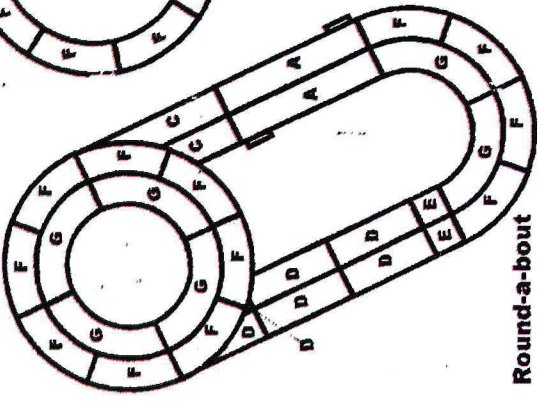
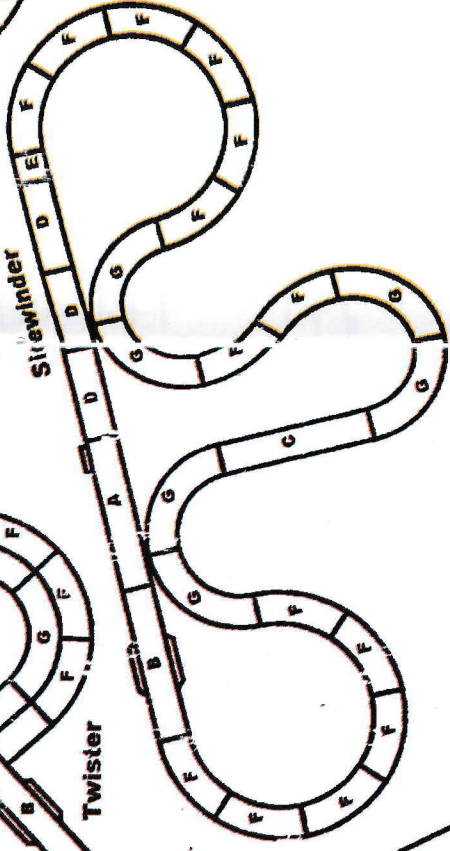
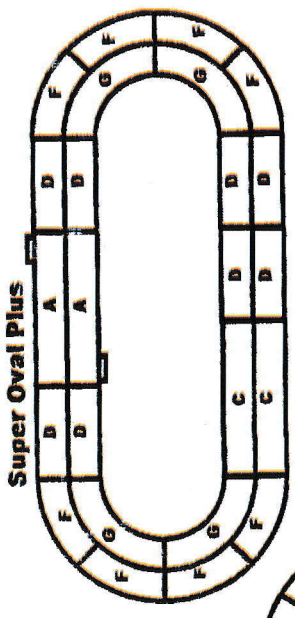
8991 12" Banked Curve, Set "A" -For large, banked, oval type layouts or for making a high speed section at the end of a long straight.

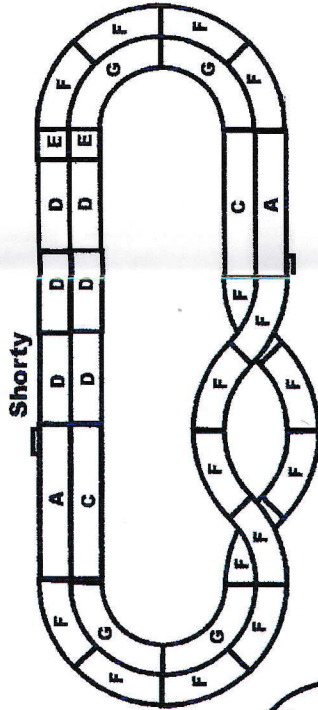
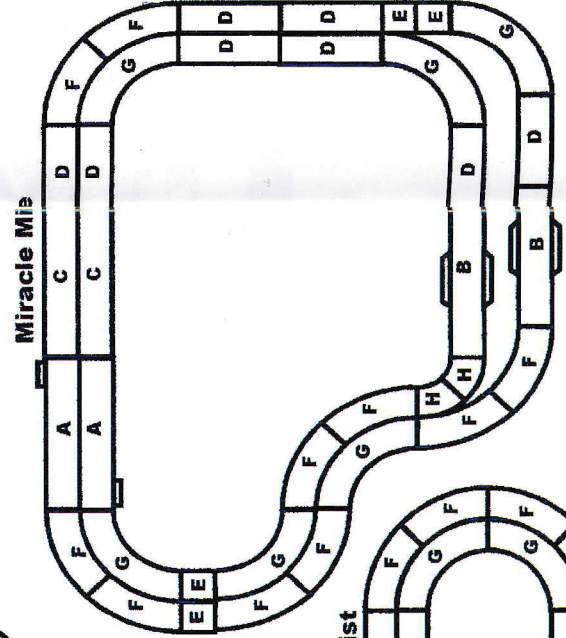
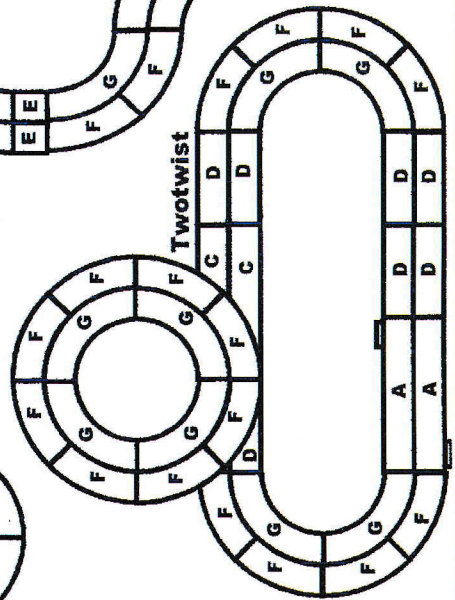
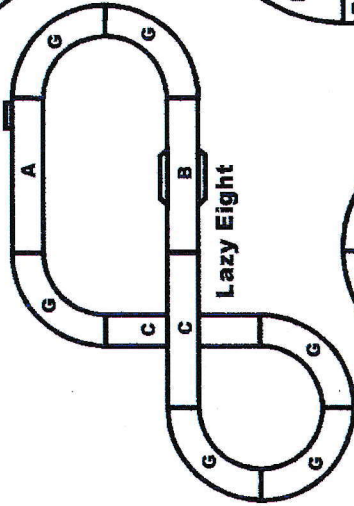
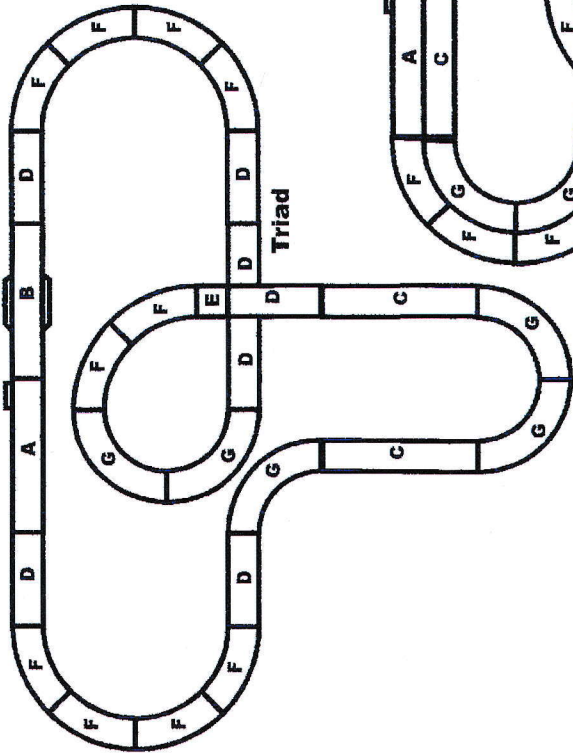
8625 9" Squeeze Track "K" -Gimmicky track that narrows the two lanes into a tight fit. Only one car will make it through. If someone doesn't back off....well, you know what will happen.



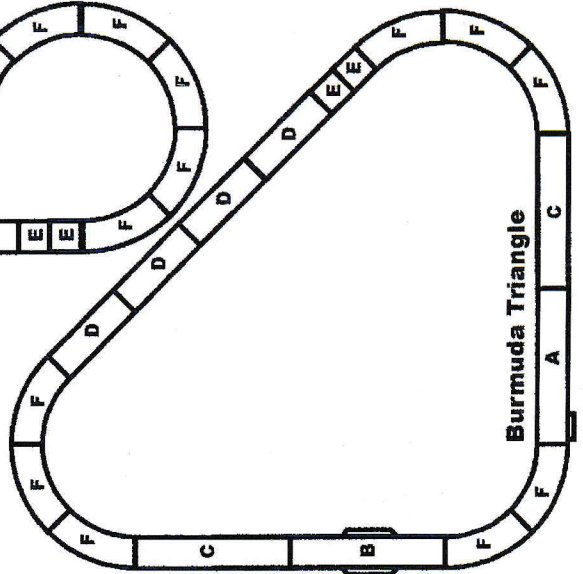
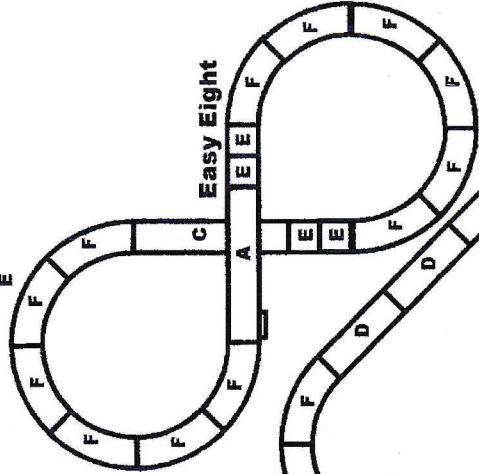
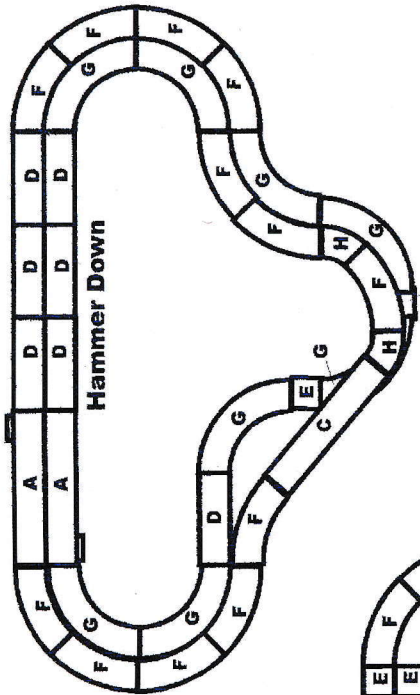
TRACK PIECE LEGEND

- A: PIN 8 7/16" Terminal Track
- B: PIN 8 1/4 15" Lap Counter
- C: PIN 8 1/4 15" Straight
- D: PIN 8 7/16" Straight
- E: PIN 8 7/16" 3" Straight
- F: PIN 8 1/2 1/2" x 1/8" Curve
- G: PIN 8 3/8" x 1/4" Curve
- H: PIN 8 3/8" x 1/8" Curve





TRACK PIECE LEGEND
 A: P/N 8627, 15" Terminal Track
 B: P/N 8646, 15" Ls. Counter
 C: P/N 8621, 15" Slight
 D: P/N 8622, 9" Straight
 E: P/N 8632, 3" Slight
 F: P/N 8642, 12" x 8 Curve
 G: P/N 8623, 9" x 1. Curve
 H: P/N 8624, 9" x 1. Curve



Cars



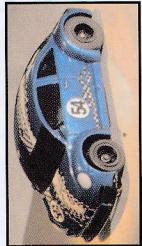
9430 Porsche 959 9431 Porsche 962 9432 Porsche 956 9433 Porsche 959 9433 T-bird

SRT™

SRT Tomy/Aurora cars. Popular high performance series. Fast and reliable. Very easy to drive with good magnetic down force.



9434 T-Bird



Bad Bug 9451



Woody Cruiser 9491



Ckt. Board
9871 Mercedes

9206 Toyota Tenoras 9885 Hwy Patrol

8815 Jag Castro



9201 Mercedes C9

Racing TURBOS



8752 Silver T-Bird

8792 FI

8810 Nissan 300ZX

The Work Horse

Of the Racemasters line is the Racing Turbo. This venerable chassis does it all. Good performance at a low price. features: Ground Effects Magnets, Tru-Trac Racing Tires, Micro Spur Gears, affordable.



9436 T-bird 9438 Formula-1

9439 IRI

9440 CART Racer

9441 CART Racer



Coupe Fever!

These Vintage Coupes have been the most popular release of a new car in a long time. These Cobra Daytona Coupes are being snapped up by collectors and are sure to be a classic.



Boulevard Cruiser-9490



Sheriff 9900



Hwy Patrol 9901



02 Jag Silk Cut

9935 Champ Car

9203 Champ Car

9936 Champ Car

9211 Larousse

The performance standard in H.O. Racing was set many years ago by the Super G+ car. Today, the updated Super G+ features: High Output Precision Wound Armature, Ground Effects Magnets, Tru-Trac Racing Tires, High Conductivity Pick Up Shoes, Micro Spur Gears, Great car and easy to modify.

SUPER G-Plus™



9894 Champ Car



9933 Silver Beamer



9934 T-Bird

Website

www.toyracecars.com

This website is the official website of Racemasters, Inc. You will find their full line of H.O. AFX Race Sets, Super G+ cars, SRT cars, SRT Collector series cars, and the Racing Turbo cars. Also, there is a nice selection of track and accessories.

<http://www.hoslotcarracing.com/>

There is a little bit of everything on this website. You will find track layout designs, how-to tips for table construction with nice details and photos, landscaping tips, HO racing history, racing tips, and a good selection of AFX sets, track, and cars for sale.

www.mrshobby.com

There is a large selection of AFX, Lifelike, and 1:32 slot car sets, parts & accessories. This is an easy website to get around in.

www.SLOTSPEED.com

This website offers a nice selection of AFX sets, cars, and also bodies, as well as separately selling such items as guide pins, pick-up shoes, etc. They also sell Life Like and Fly.

<http://www.scaleauto.com>

This website offers a full line of AFX Race Sets, cars, track and accessories. They also offer Super G+ and Turbo service parts. You will also find BSRT, Life Like, Tyco and collectible H.O. cars on this website.

<http://www.slotcargarage.com>

All scales of slot cars can be found on this website. They offer various articles pertaining to all aspects of slot cars and racing, projects, a photo gallery, reviews on slot car items, a swap meet, classified ads, and forums.

<http://www.modelmho.com>

The brand new old stock Thunderjet Chassis can be found on this website. There is also a generous supply of parts and accessories.

<http://www.hobbyworks.com>

This website sells H.O. and 1:32 sets, track and accessories.

<http://www.slotcarcity.com>

This website offers a small amount of H.O. race sets.



Books and Magazines

Vintage Slot Cars by Philippe de Lespina

If you collect vintage cars, then this book is a must have. The book is full of great color photographs of all the major brands of slot cars produced during the 1960's, when slot car racing was in full bloom. This book covers the vintage aspects of slot car racing.

Racing & Collecting Slot Cars by Robert H. Schleicher

This book includes H.O. and 1:32 side-by-side comparisons of all major track systems, along with various track layouts that can be built using any of the major brands of track currently available.

Slot Car Bible by Robert H. Schleicher

You will find a lot of information regarding H.O. and 1:32 slot cars and racing from this book.

Greenburg's Guide to Aurora Slot Cars

This book is a pricing guide for Aurora slot cars.

HO Slot Car Journal by Scale Auto

This is a full-color quarterly publication that addresses the current H.O. slot car racing scene. You will also find a how-to section, tuning tips, and vintage historic articles.

Model Car Racing Magazine

The focus here is on home slot car racing for both H.O. and 1:32 scale. It is loaded with how-to's, slot car product reviews, home track highlights. Annual subscriptions are available directly from the publisher at Model Car Racing.

The Complete Guide to Collecting Tomy H.O. Scale Slot Cars by Robert Budano

A complete reference work to every Tomy AFX slot car produced.

The Complete Color Guide to Tyco H.O. Slot Cars by Dan Esposito

A complete reference work to every Tyco slot car produced.

The Complete Color Guide to Aurora H.O. Slot Cars by Bob Beers

A complete reference work for Aurora Model Motoring and AFX slot cars.

Slot Car Illustrated

An on-line magazine with product reviews, track tests, message boards, and how-to information. You can find them at: <http://www.slotcarillustrated.com>

Old Weirid Harold

An on-line magazine loaded with lots of slot car racing news, technical information, and product reviews. They can be found at: <http://www.oldweirdharold.com>

Home Racing World

For technical tips, great reviews, and much more, this magazine is certainly worth a look-see. They are at: www.homeracingworld.com

Slot Car Academy

Here is a great resource for any slot car enthusiast. This magazine deals with current issues, new products, and great information.