Scalextric A1 GP Slot Car

A list of the available paint schemes can viewed on the pictures page:
http://groups.msn.com/SLOTCARS/a1gp132scalextricclass.msnw

Scalextric Replacement Parts:

Scalextric Replacement Front Wheels, Axle, Suspension Assembly, part no. SSRW9330: http://www.fantasyworldhobbies.com/catalog/product_info.php?cPath=136_137_144&products_id=4044 Getting a straight/round pair of front wheels on one of the A1 GP cars is a "Crap Shoot" at best. Although the replacement wheel/tire assembly's parts package is labeled as "Scalextric Sport", it appears the actual front wheel/tire assembly's quality is similar to the packaged car's. The SSRW9330 parts are an identical replacement right down to the lettering on the tires. If you are replacing a broken assembly - perfect! If you are looking to replace the originals with some that are not out-of-round and crooked, well good luck - it's another "Crap Shoot"! ***------Bill***

Scalextric Service Sheet No.391 List of Spares for A1 Grand Prix Cars: http://static.scalextric.com/files/ss-391-a1grand-prix-165.pdf

Performance Parts:

Monte's recommendations: ***Slot.it*** *Rear Wheels, Axle, Gear, Bushings, part no.SIKK06:*
http://www.fantasyworldhobbies.com/catalog/product_info.php?cPath=136_215_221&products_id=3144 *This is a "drop in" set up, no modifications necessary.*

Slot.it *Rear Tires for the above assembly, package of 4, part no. SIPT16:*
http://www.fantasyworldhobbies.com/catalog/product_info.php?cPath=136_215_216&products_id=3062

Performance Tips:

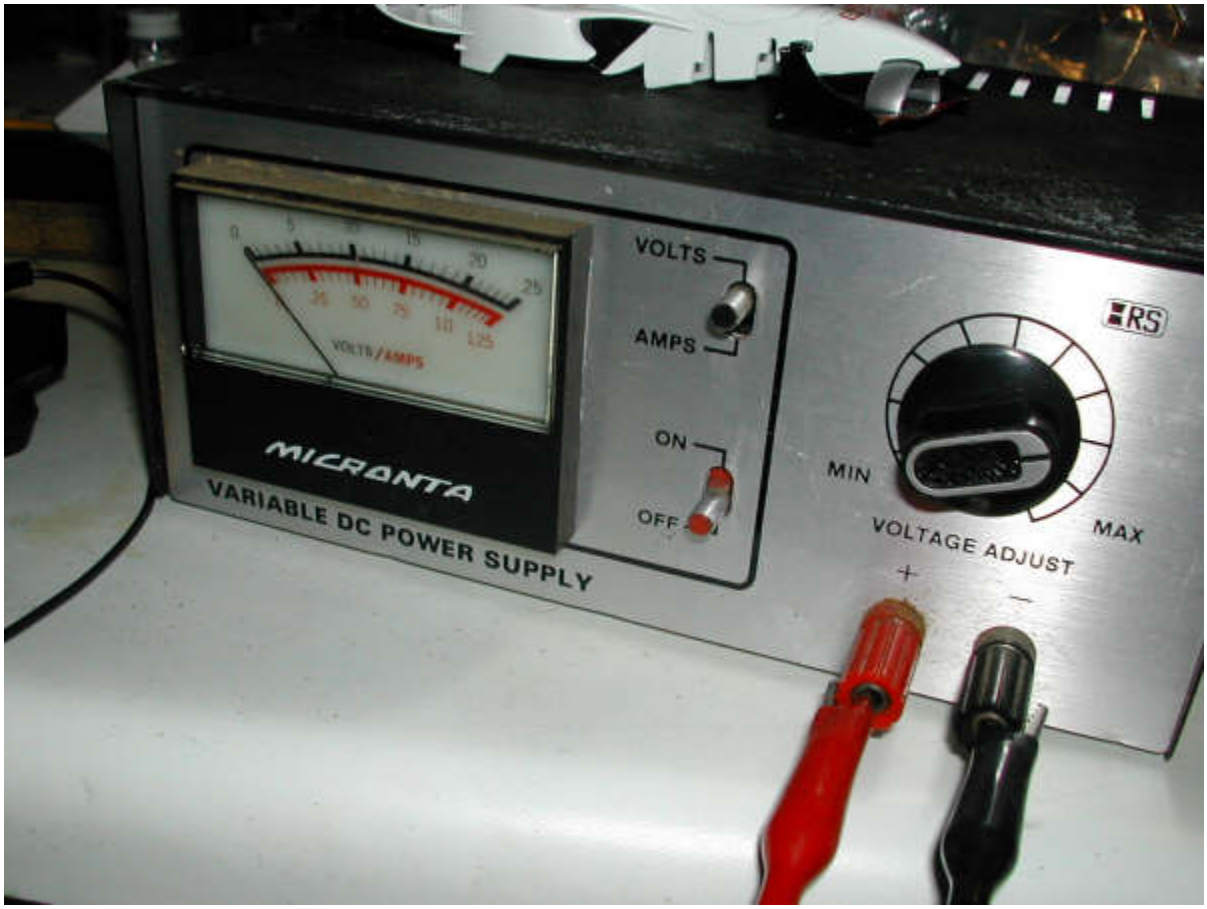
Overall Impression/Review of the Scalextric A1 GP cars:
http://www.homeracingworld.com/a1grandprix.htm

Art on bullet-proofing the rear axle assembly: When I first got my A1GP, I was sanding the rear wheels, and I noticed the axle bearings turning. they are very loose. I did not want the problem,you mentioned, about glueing them in and ruining the car. So I " Hot Glued" them in. Hot glue can be taken apart without ruining everything!

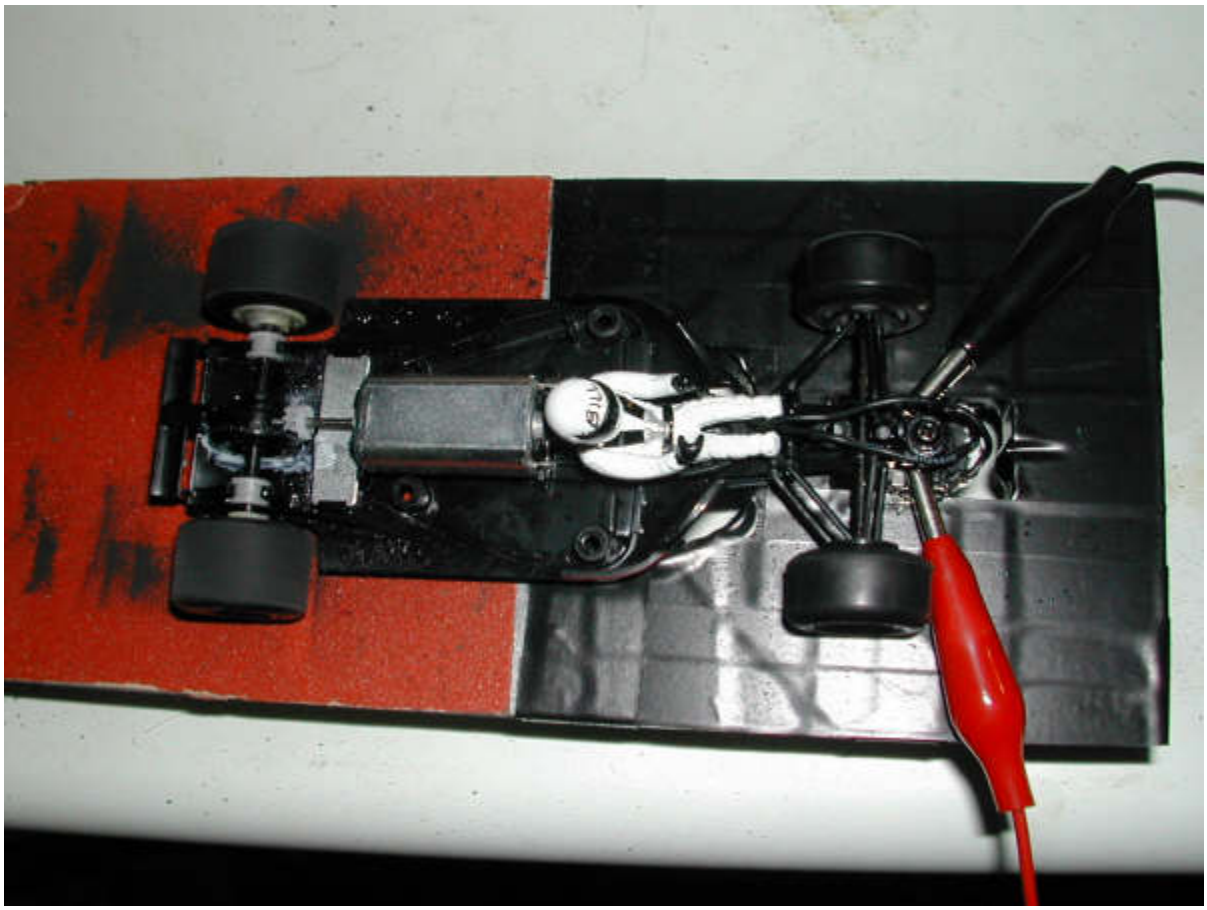
Rear Wheels: I had the misfortune of breaking a rear wheel during a practice session. The wheel hub split and broke at the backside of the wheel spokes. Thus the wheel let loose from the axle and flew through the air. Cool looking but a major bummer under race conditions! In searching my "spare parts bin" for a replacement rear assembly I found a rear wheel set that appears to be from a Ferrari of some sort. The wheels look much more "beefy" than the stock A1 GP wheels. The wheel spokes are not cut out, they're just molded into a solid wheel center. I reinforced the wheel hub by forcing Household "GOOP" brand glue (if you've never used this stuff, you're missing out! It's great!) into the cavity between the wheel hub and the wheel rim. I also applied the glue to the axle and wheel hub connection. One more thing about crooked and out of round wheels. Be sure the wheels are pressed fully onto the axle. One of these Ferrari style wheels was pretty bad, but I noticed the rear assembly width was wider than the A1 GP's. I pushed both wheels onto the axle just a tad further and what do you know, they both ended up a little straighter. ***----------Bill***

Here’s what the inside of the rear wheels looked like after reinforcing with “GOOP”.

Rear Tires: On these A1 GP cars, at a minimum you ***MUST*** sand the tires for better traction! Here's how I like to do it. I use short leads with alligator clips (Crock Clips to "Aussies") to connect a small power supply to the car's guide flag electrical wipers/braid pickups.

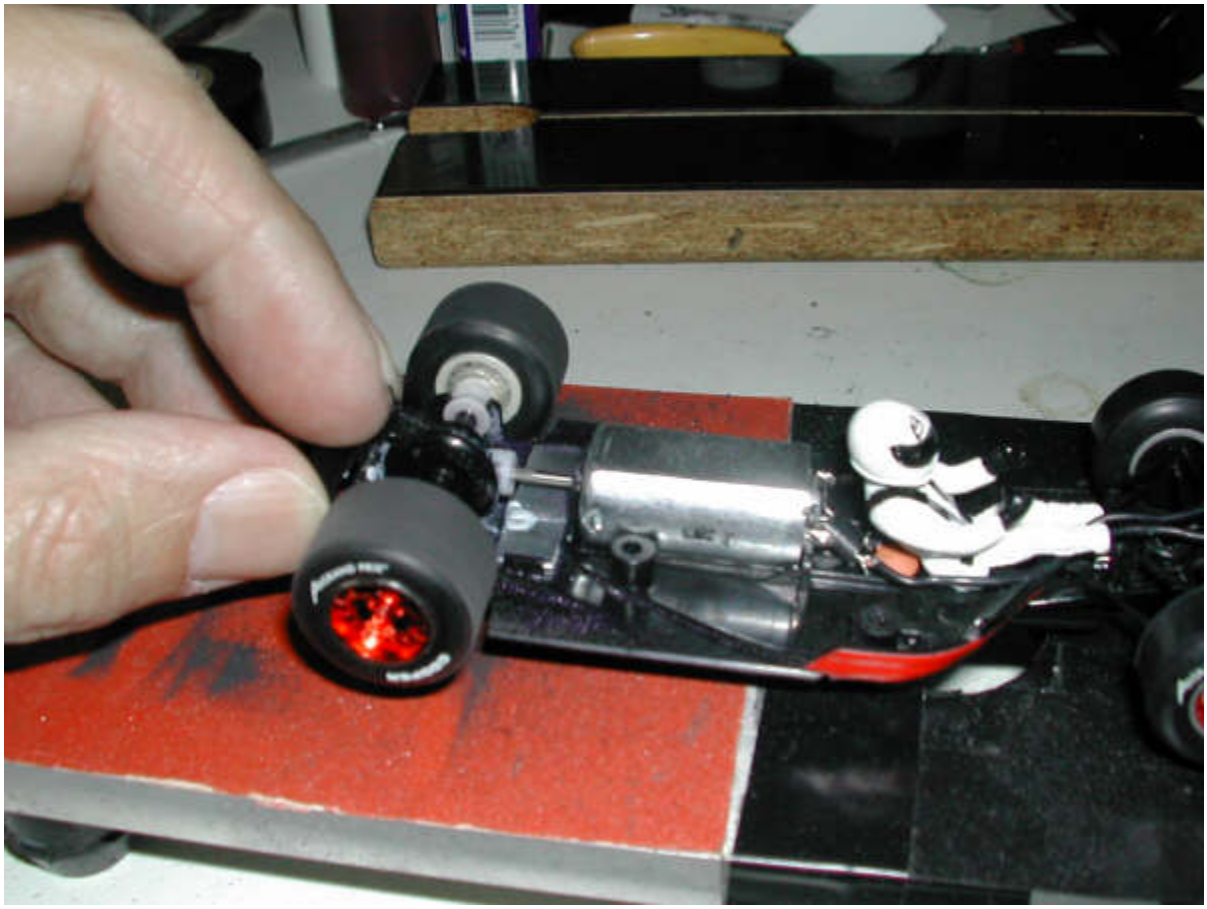


I used contact cement to glue a piece of sandpaper to a test block. The other end of the test block I insulated with black electrician's tape to prevent electrical shorts of the guide flag wipers/braid.



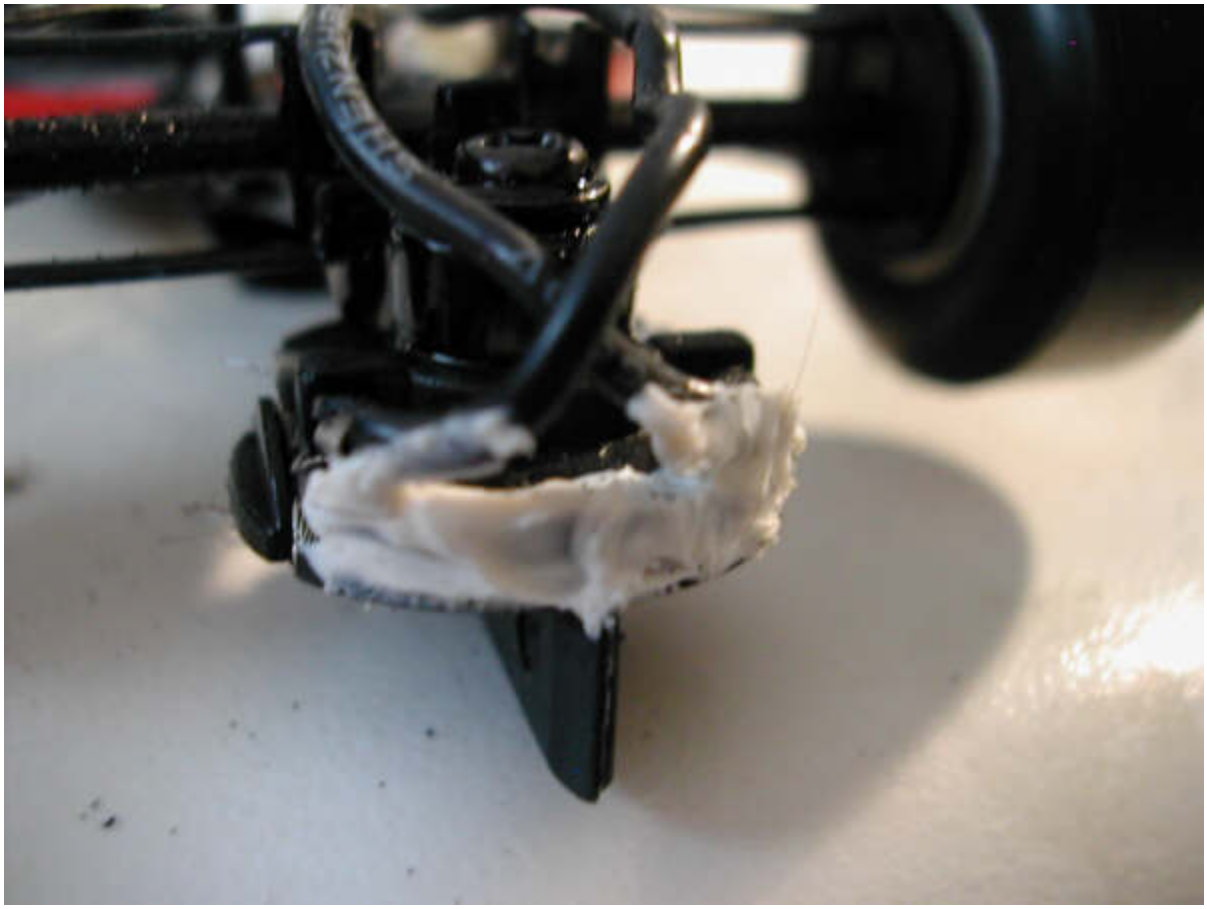
With the electrical leads from my power supply connected to the car's guide flag wipers/braid, with the power "on", while the motor is running I gently lower the rear of the chassis onto the test block sandpaper.

Take your time with the sanding and monitor the motor's temperature.



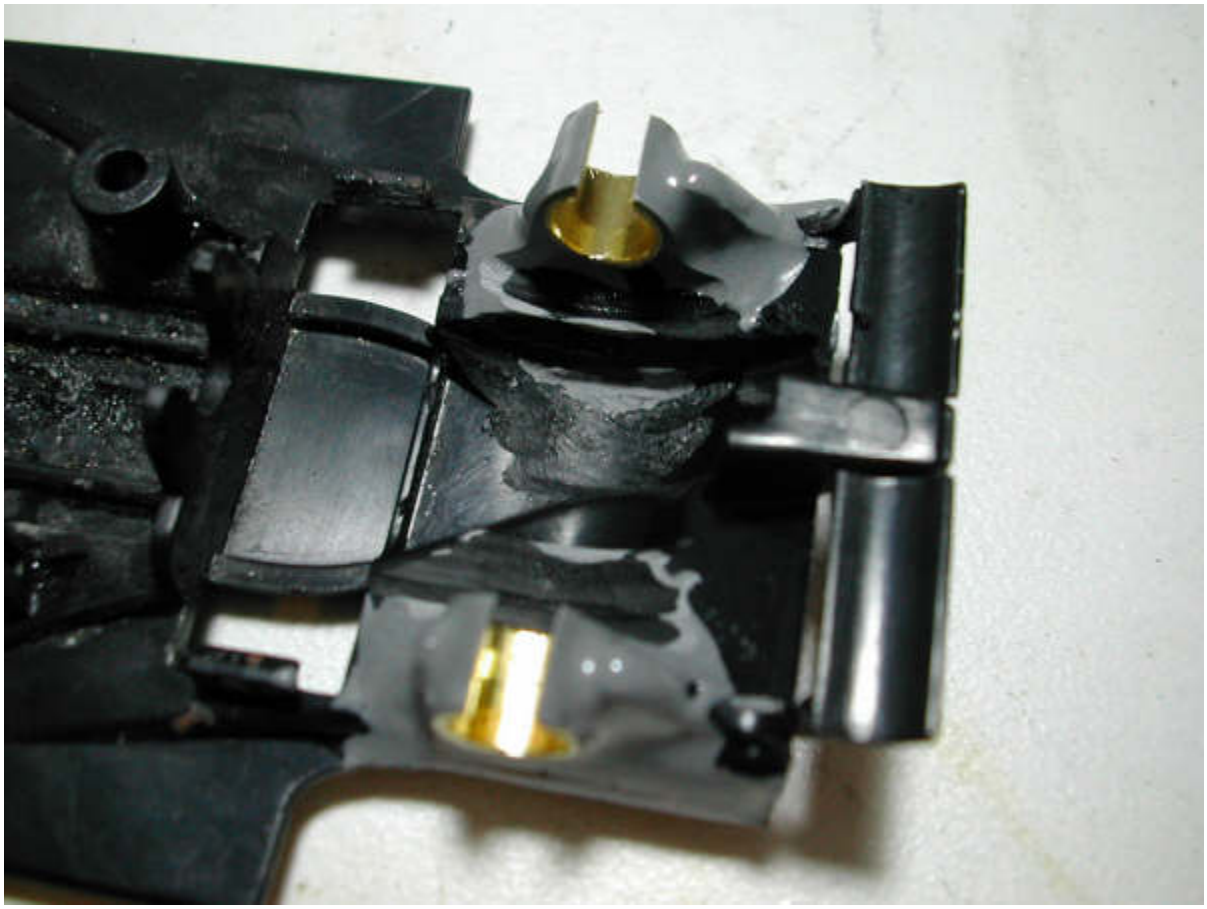
I've witnessed some pretty aggressive tire sanding with motors suffering no ill effects. But my advice would be to take it easy. Do a little sanding, let the motor cool a bit, and then resume. Most of the rear tires I've seen require quite a bit of sanding to true them up! The performance gain from sanding and truing the tires on these cars is well worth the time and effort! I scored a win with the car pictured here on its first time out. I'm convinced the extra time I took sanding the rear tires well, to make sure they were round and had a good contact patch with the track surface, is what made the difference in this car's performance! ***-- ----------Bill***

Guide Flags: I have seen more than one guide flag on the A1 GP cars come apart during a race. Even had it happen to me.....once. After that experience I put a small amount of silicone sealer on the leading edge of the guide flag. The A1 GP guide flags are a two piece assembly. There is a round top piece that slips on to hold the motor wire connectors in place against the wiper/braided pickups. In a crash where the guide flag impacts something the top piece can dislodge enough to cause the wires to lose contact with the wiper braid. I've also seen racers use different types of glue with great success. I use silicone sealer because I can remove it easily, change braid, and reapply the silicone sealer. I use white so I can be sure it's still in place throughout the race. Looks kinda ugly, but it works! ***----------Bill***



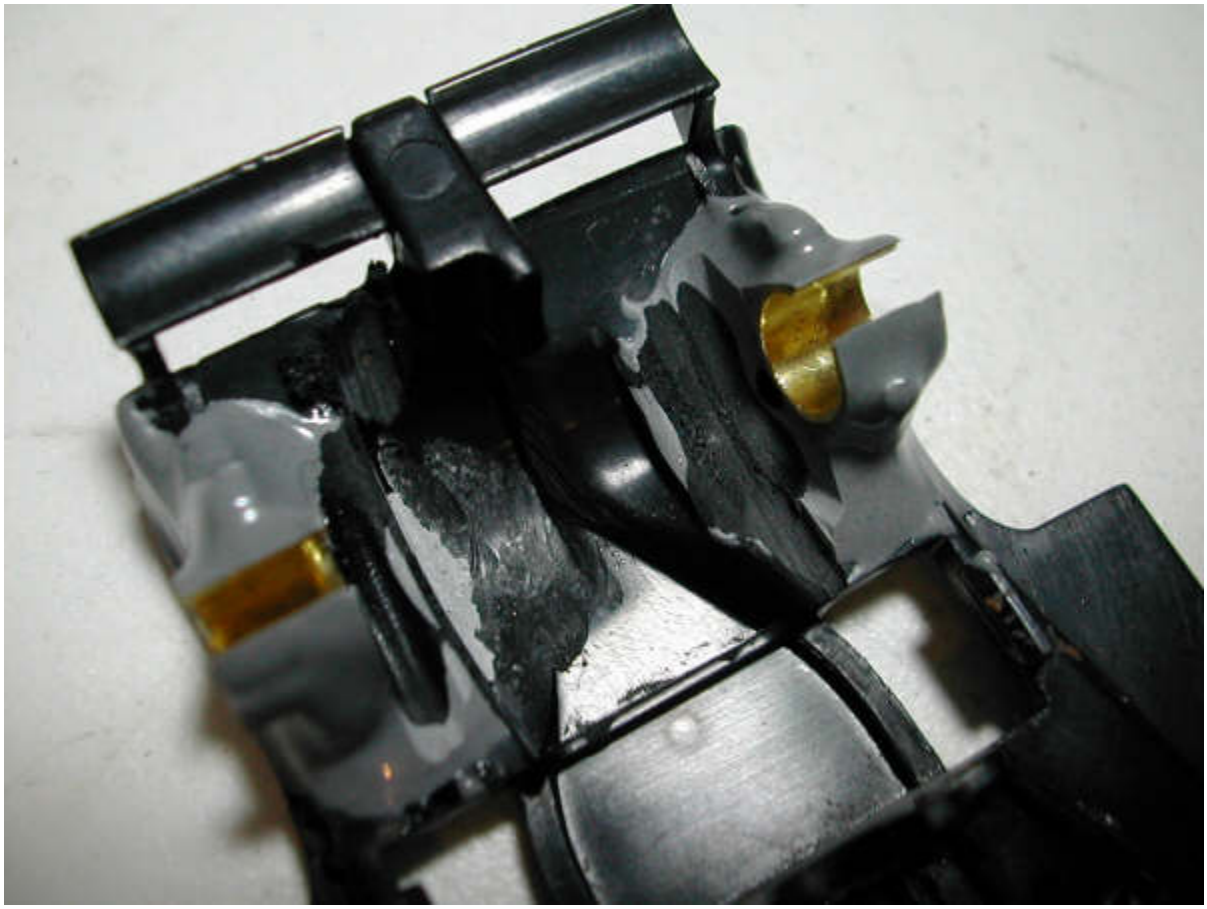
Rear Axle Uprights: The chassis rear axle uprights seem to be a weak point on the A1 GPs. I have 3 chassis that broke on the right side. I have also seen other racers have breakage problems in this area, so it's not just me (in fact the photos below were taken while repairing chassis for another racer)! The process I use to repair them uses brass round tubing and ***JB Weld*** epoxy. The repair is permanent, and much stronger than stock. I use two types of repairs. One repair allows the use of the stock rear axle assembly, the other requires the use of bronze oilites, a 3/32 steel axle, and a crown gear and wheels for the 3/32 axle (normally set-screw type wheels and gear). Pictured below are photos of the finished repairs. You can view the step-by-step photos in the pictures section. ***----------Bill***

This is what the finished repair looks like for a chassis that will be fitted with a stock rear axle assembly. The plastic axle bushings require a modification to fit this application. The outside flange on each axle bushing must be taken off (ground off or cut off) to allow the bushing to slide into the brass tubing/bushing mount. A drop of super glue holds the bushing in place.



It may take a couple applications of JB Weld to get it “built up” around the tubing. The JB Weld wants to run a bit before it hardens up.

The slot cut into the tubing should be just wide enough for the axle to slip through.



Below are photos of the finished repair which allows the use of standard 3/32 oilites, and a 3/32 axle assembly (standard slot car parts for commercial track type slot cars).