SCM

SlotCarMAG

FOR RACERS, COLLECTORS AND BUILDERS

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WIN! a PCS 32 chassis!
courtesy of Pendle Slot Racing

Dry Lube:

There's now no excuse for dirtiness!

by Marc Abbott

Lubricant is defined as: *the process, or technique employed to reduce wear of one or both surfaces in close proximity, and moving relative to each other, by interposing a substance called lubricant between the surfaces to carry or to help carry the load (pressure generated) between the opposing surfaces. The interposed lubricant film can be a solid, a solid/liquid dispersion, a liquid, a liquid-liquid dispersion (a grease) or, exceptionally, a gas...*

Yeah, yeah, yeah, but all I know is that the back end of all my slot cars tends to get mucky, and it's all the fault of that oil or grease. I've seen guys using all manner of things (some of which are very closely guarded secrets, but I'm sure they have just nicked Aunty Beryl's sewing machine oil) in order to gain some kind of slippery advantage. Yet we all generally end up in the same place; a mucky rear end that needs a good dose of flammable liquid to displace the mixture of the oil and tyre debris, plus of course any other detritus that has been lying on the track.

I was very interested to hear of this new lube... well, it was new to me anyway. I've watched an advertising video of the DRY FLUID EXTREME being used by a chap flying model helicopters and it seemed very impressive (as an advert would make it, obviously), so I got hold of some (from Pendles: www.pendleslotracing.co.uk) and was intrigued when two different bottles turned up in the post, one bottle being for the gears and the other for axles/bearings. The lubricant puts what the manufacturer describes as a film of 'nano particles' on the treated parts. These act like tiny ball bearings, so the car should run more smoothly, with less wear. The two types have a different particle size, with the thinner fluid of the axle/bearing variety having increased capillary action.

Seemed simple enough, although fortunately I did read that the formula must be applied to a clean dry surface, otherwise its properties couldn't function properly.

I located a car that hadn't seen the light of day for a while – a Slot.it Nissan – and took the body off to check for dirt... yuk, why did I pick this one? I can't remember the last time I used this car, but it must have been for an endurance – the car was silver on the outside and black on the inside. Not a good starting point!

Looking at the instructions again, I realised that the important bits were slightly leaning towards a Germanic lingo. So a quick call to the German Embassy (Really? – Ed.), revealed that Ric, our editor, is fluent in at least fourteen languages... some of them not of this world, but luckily German was amongst them.

He informed me that the alcohol-based lube needs to be applied with the supplied brush and/or narrow tops and then I should wait a short while for the solution to dry, as the alcohol evaporates. I can see why this would be the case, because in order for the liquid to work, it needs to sit where it should be sitting, NOT being spun away onto the bodywork by an impatient racer who takes great delight in revving his motors all day long.

Remembering the helicopter advert, I applied a small amount of fluid to all teeth (the car's, not mine) and also some from the sister

Initially applied lubrication dries to a white coverage

bottle to the relevant axle points. I then went and hoovered the inside of my family car out before coming back to inspect the gears again. As promised the teeth now had a very slight white coating to them and seemed to be perfectly devoid of any moustiure.

Nissan, back together and on track... was performing just like it should: Quick, super handling and... quiet. This did seem like a good omen. I decided to do around 300 laps just to make sure and then took the body off. A minimal amount of tyre rubber, caught in hard-to-get-to places, but as the tyres were wearing down, it was obvious that the small balls of black stuff were being left out on the track rather than stuck to the inside of the body shell and chassis. Happy? Yes I was!

Another thing to think about: Over the years, how many of your motors have started to smoke because the commutator has been badly gunked up with oil? Perhaps not many if you're a fanatic about cleanliness, however, you will have had a few. This product may just be the thing to help prevent those frustrating moments when you car suddenly stops and the dreaded blue smoke appears from inside the car.

Do I like it? Yes I do!