

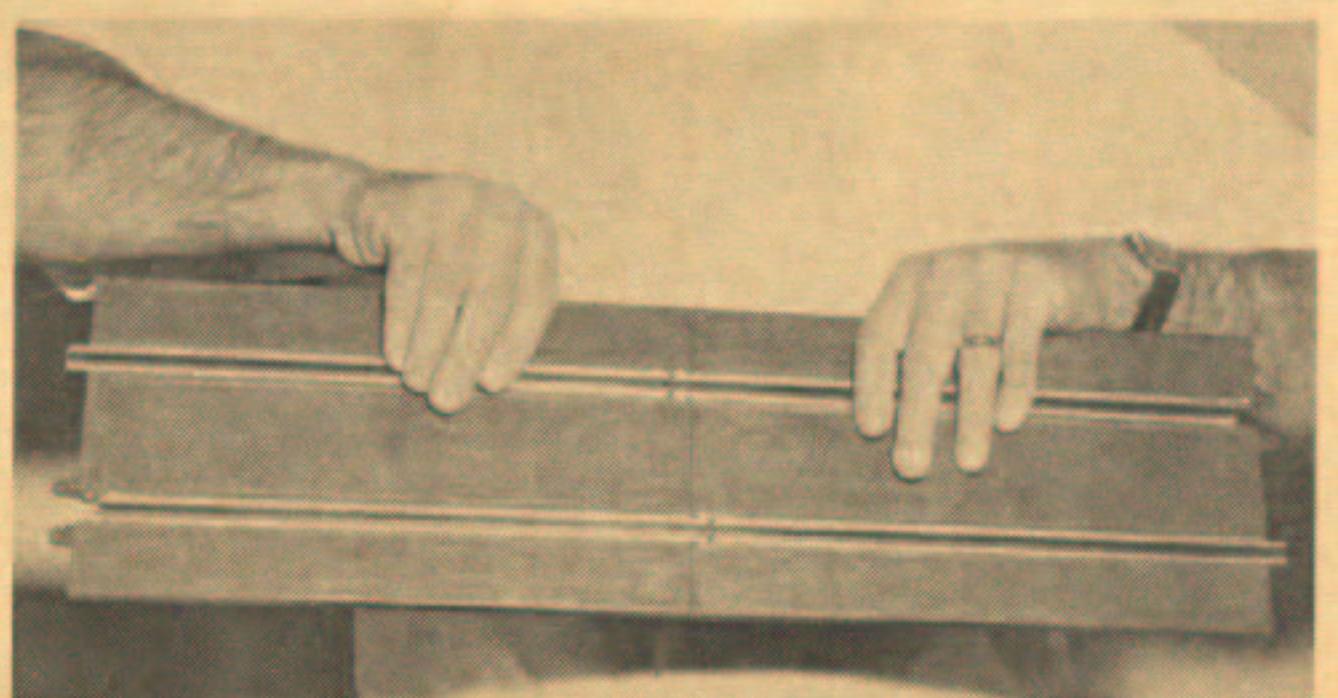
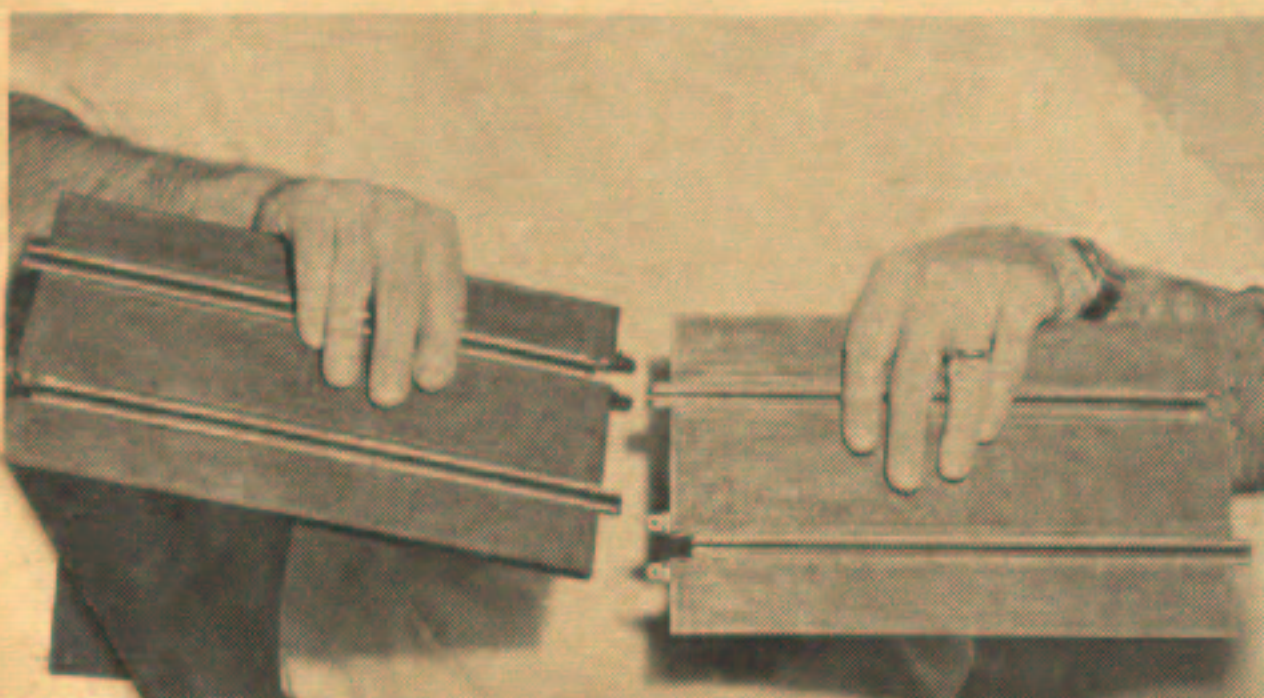
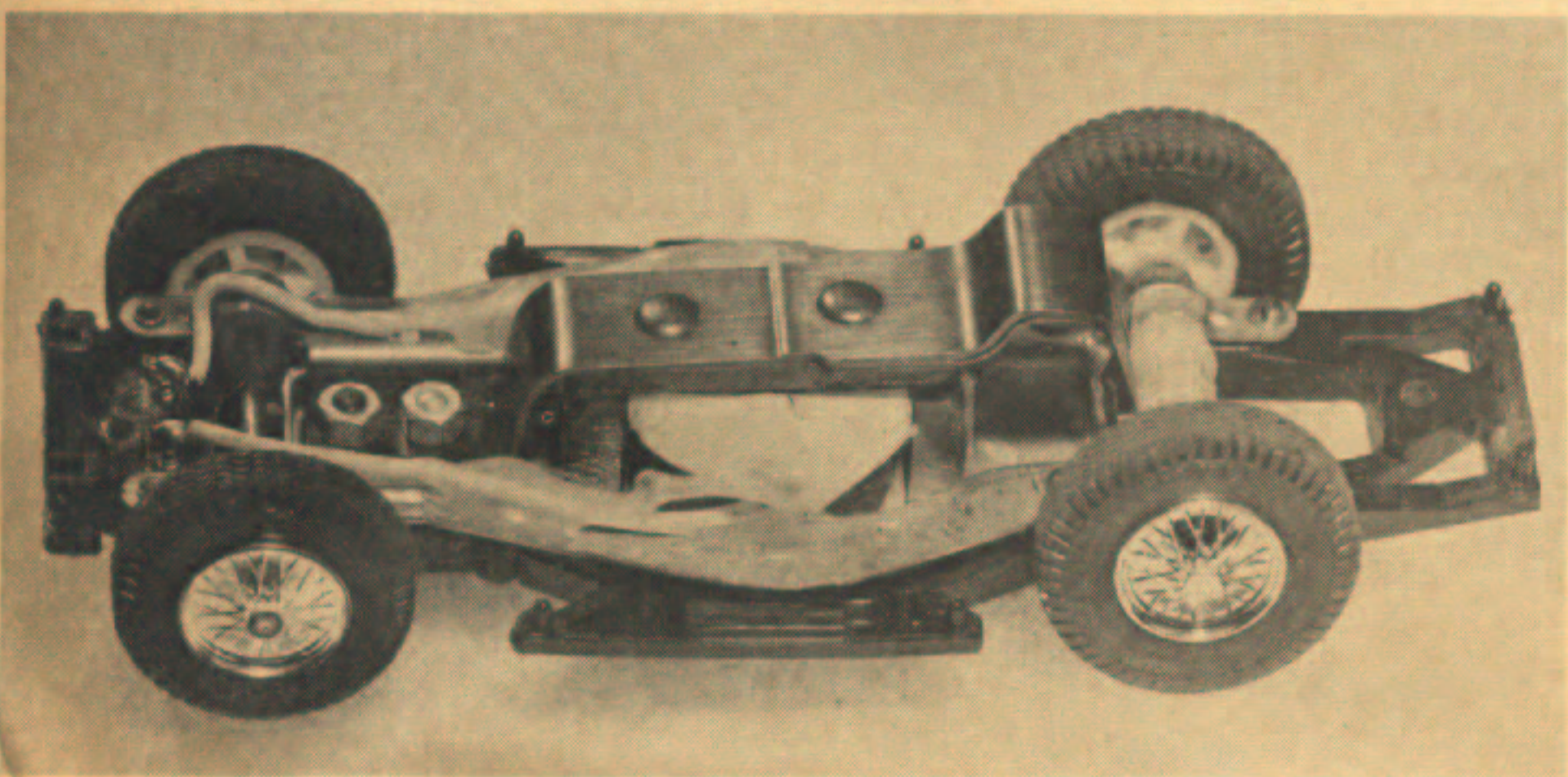
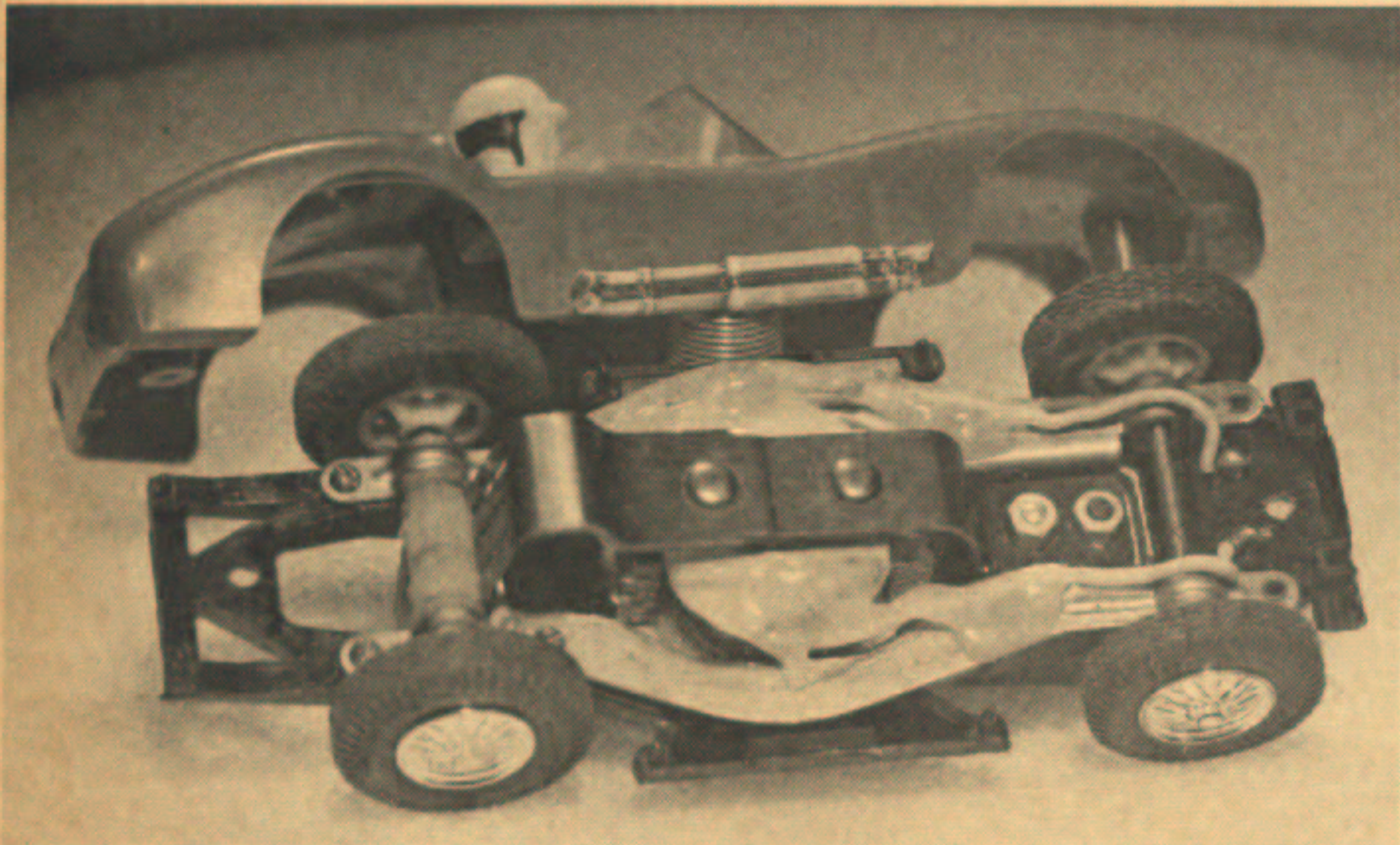
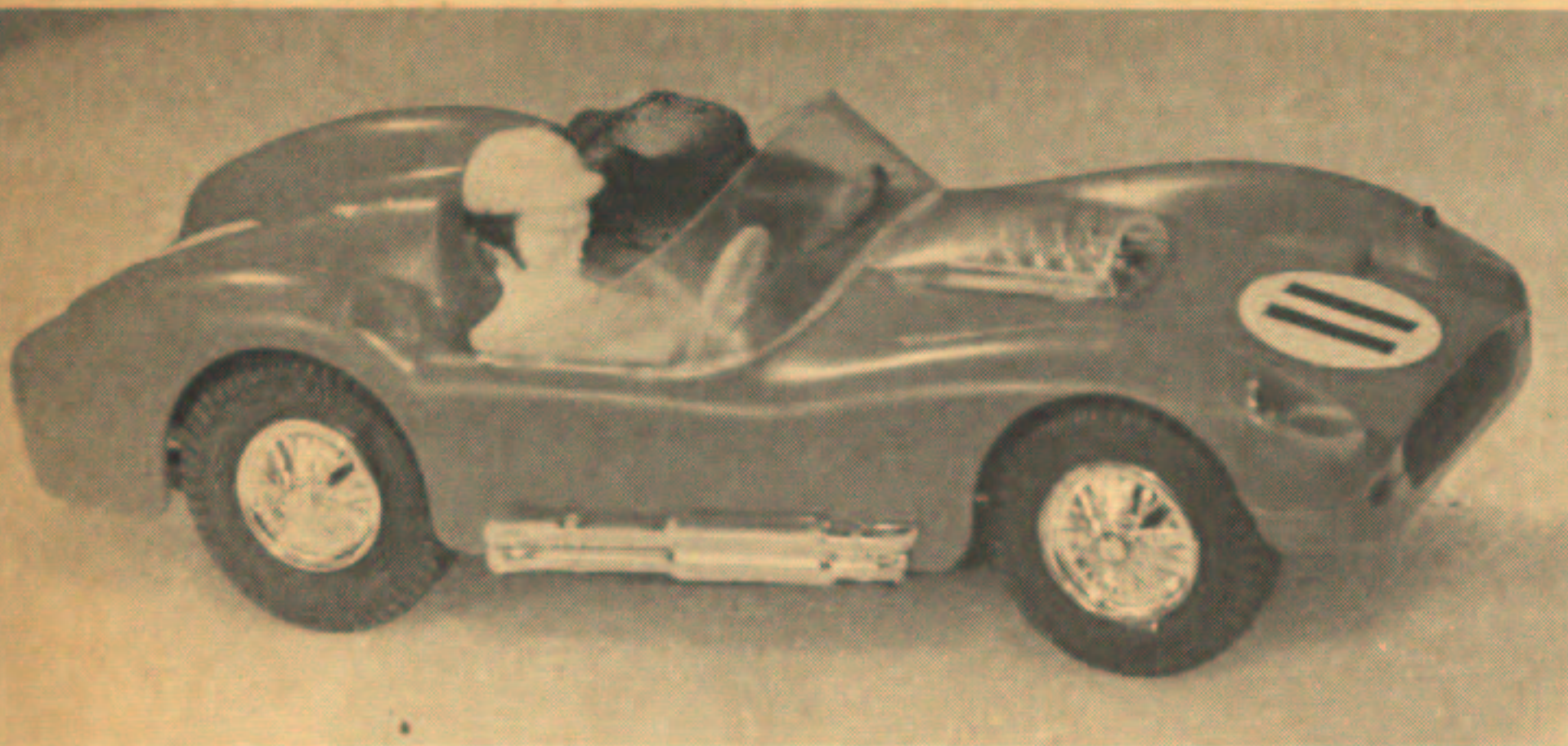
KING-SIZE VIBRATOR MOTOR POWERS FRENCH SLOT RACER; SPLIT REED DRIVES NYLON RATCHET.

■ Just how "international" is the ever-expanding electric powered slot racing car hobby becoming? In a word favored by the folks who started the entire matter: "Quite." Now it's the French who have put in an appearance. Let's examine a representative unit.

"Circuit 24", a 1/30th scale offering operates off 110 or 220 volts AC. Its manufacturer is L'Usine A Idees of Sartrouville (Seine-et-Oise), France. The car shown here is a Ferrari of 1959 vintage. Molded in plastic, it follows the big car faithfully, even to the tread on its 6.50 x 16 Dunlop Racing tires.

A large vibrator motor powers the Circuit 24 vehicles. If you like quiet running, the noise is somewhat excessive. What appears to be a good sized door bell coil hauls down a massive piece of spring steel to which a split reed is riveted. The whole reed and backing unit ("ensemble mobile") is bolted into place with two nuts and bolts (one having a smooth extension which serves as the guide pin). The reed itself, slightly under 1/32", is split into four sections as is the nylon ratchet against which it pushes. Of interest is the fact that the ridges on the nylon ratchet are not even across the four sections. No matter how, or when, the reed comes down, one of the four segments will engage the ratchet.

Both front and rear axles ride in nylon bearings. Main frame is plastic supported by a metal stiffener which runs from in front of the front axle to the rear of the back axle. The metal stiffener serves to hold the nylon bearings in place as well as support the coil and reed assembly. Perhaps the most impressive feature of the car is the simplicity of the pick-ups. Formed of flat spring steel, the two pick-ups are held in place with screws threaded into the plastic frame. If a car is to run on a track with a wider slot than normal, a slight turn of the screws will enable the pick-ups to be rotated to cover a wider area. The reverse holds true for a narrow slot track. Wires from the coil are soldered to metal lugs which are forced against the tips of the pick-up screws.



Circuit 24's Ferrari sports Dunlop racing tires (top); with body removed note unusual split reed, nylon ratchet, metal frame stiffener. Track has pebbled surface; no extra pins are required to hold sections together. When mated track sections lock tightly in position.