

LE MANS TRACK TEST SRC

1971 BMW 2800 CS

Track Test by Albin Burroughs



The BMW 2800 CS was introduced in 1968 but the cars did not enter serious competition until 1971. The Capris and Alfas had less weight and more power, so the 2800Cs won just one race, Zandvoort in 1971 with Dieter Quester driving. BMW boosted the 6-cylinder engine from 2.8 to 3.0 liters in 1972 and the horsepower was pushed up from 280 to 300 but the car was also lightened (from 2,800 pounds to 2,300 pounds). The 3000 CSL was quick enough to finish a close second to the Ford Capris in 1973. With the 3.3 liter engine the horsepower increased from that 300 to 480 and up to 750 with the turbocharged version. The body also developed, with the 1971 and 1972 cars fitted with mild fender bulges and small front splitters, smaller wings and, for 1975, with massive new fenders wide enough to cover the the newly developed racing tires and to contain the oil coolers at the rear (the wheels grew to 12 x 16-inch front and 14 x 16-inch rear). The 1975 and later cars also had full height chin spoilers and larger wings to create the 3.5CSL to earned the BMWs the nickname "Batmobile". The BMW 3.0CSL won three of the ten rounds of Group 5 category of the World Championship of Makes in 1975 and the IMSA "GT" class title.

SRC has shipped their first replica of the 1971 BMW 2800 CS from the 1971 Spa 24h driven by Moorkens and Haxhe. The model is currently only available as a kit that includes chrome parts and decal sheet with the decoration of the BMW 2800 CS. The cars are available from SRC (www.src.es) or from Electric Dreams in America (www.electricdreams.com) with either a sidwinder or the inline motor. The chassis supplied

assembled but the body is a kit. The kit's instructions are included with a scan code or you can download at <https://src.es/en/bmw-2800-cs-src-slot-car-kit-assembly-instructions/>. The instructions include some parts and steps that will be necessary for the alternate sidwinder version of the kit. The kit included every part and there were no parts leftover when we finished. There are color illustrations to show the placement of the decals. The SRC model has recreated the simple but stunning
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Tech Tips: **ASSEMBLING THE BODY**



The SRC 1/32 scale BMW 2800 CS slot car kit includes a complete body with chrome parts and decal sheet to decorate the model to recreate the BMW 2800 CS from the 1971 Spa 24 hour driven by Moorkens and Haxhe.



You can avoid damaging the smaller plastic parts by cutting them from the sprue with special flush-cut diagonal cutters (called "sprue cutters") designed for use by modelers.



The lower front spoiler attached to the chassis with two vertical pins. When the cement dries cut the two pins flush with the top of the chassis so they do not interfere with the body mounting.



The exhaust pipe is the only other plastic part to fit to the chassis.



I used five-minute clear epoxy to assemble all of the body parts. Super Glue and cement for plastics can craze or frost the clear windows and lenses.



Use a square jeweler's file to enlarge the hole in the interior to accept the square pin on the bottom of the driver's head.

SPEC SHEET: SRC 1971 BMW 2800 CS

The Prototype (the real car):	The size the model should be in 1/32 scale:	The dimensions of the SRC model:
Length: 183.4 in.	5.73 in. (146.2 mm)	5.62 in. (142.8 mm)
Width: 66.2 in.	2.07 in. (51.4 mm)	2.32 in. (58.9 mm)
Height: 54.2 in.	1.69 in. (42.9 mm)	1.50 in. (38.1 mm)
Wheelbase: 103.0 in.	3.22 in. (81.8 mm)	3.22 in. (81.8 mm)
Track, Front: 57.0 in.	1.78 in. (43.0 mm)	1.93 in. (49.1 mm)
Track, Rear: 55.0 in.	1.72 in. (42.2 mm)	1.86 in. (47.2 mm)
Tires, Front: NA	NA	8.3 x 17.9 mm
Tires, Rear: NA	NA	9.6 x 18.2 mm
Weight: 2,844 lbs.		80 grams (2 3/4 oz.)
Weight on front tires:		24 grams (7/8 oz.)
Weight on rear Tires: NA		56 grams (1 7/8 oz.)
Magnetic Downforce (on Carrera):		60 grams (2 1/4 oz.)
Magnetic Downforce (on Scalextric):		70 grams (2 1/2 oz.)
Ground Clearance on Carrera:	NA	.03 mm (.015 in.)
Ground Clearance on Scalextric:		.02 mm (.010 in.)
Pickup Lead (pivot to rear axle):		100.1 mm (3.94 in.)
Gear Ratio:		3:00:1 (10/24)
SOURCE: http://www.automobile-catalog.com		

Tech Tips: **HOW TO APPLY DECALS**



Cut each of the decals from the sheet so you can apply them one at a time.



Sort the decals to have the proper sets for the left, the right and the top of thrmodel. Start with one side and, after the decals have dried overnight, progress to the opposite side and, finally, to the top and ends.



Wet the area where the decal will fit with Microscale Microsol.



Dip one of the decals into warm water then set the wet decal on a paper towel and allow a few minutes for the water to soak through the paper backing to soften the decal glue.



When the decal is free to move on its backing, position both decal and backing on the side of the car. Use tweezers to hold the paper backing while pushing the decal off and onto the car. Position the decal precisely where you want it, then use the edge of a facial tissue to wick-away any excess Microsol or water.



Apply a thin coat of Microsol over the top of the decal. Apply the decals to the opposite side and let it dry, then the roof and ends and let the Microsol dry overnight.

THE PERFORMANCE REPORT

The SRC 1971 BMW 2800 CS is not supplied with a downforce magnet. There is notch and clip and it will fit the Slot.it CN06 magnet, so we dropped one in the notch in the test car. It is not enough downforce to match any of the cars that the SRC 1971 BMW 2800 CS would compete against. The motor is certainly strong enough to “pull” more magnetic downforce so you can fit a stronger magnet and the car should match the others in its class. The motor seems to draw more current than most so the throttle trigger must be pulled a bit tighter but there is still plenty of movement for precise control. The BMW handles nicely so we would guess it will be a match for the others in its class when all are running magnet-free. We will remove the downforce magnet, fit silicone rear tires, and test the car again in the next issue. The Scalextric Porsche 911 Carrera RSR 3.0 Jagermeister was Race Track Tested in the November/December 2022 number 126 issue, the Carrera 1977 BMW 320 Turbo Schnitzer Group 5 in the July/August 2022 number 124 issue, the Sideways 1982 Nissan Skyline Group 5 cars July/August 2020 number 112 issue and the Fly BMW 3.0 CSL in the September/October 2019 number 107 issue.

MODEL CAR RACING TRACK TEST “Out-of-the-Box”

	56-foot Carrera Paramount Ranch Course:	36-foot Carrera Indy F1 Course:
SRC 1971 BMW 2800 CS	8.47 sec.	NA
SRC/ORC ‘Chrono’ Capri 2600RS	NA	*3.87 sec.
Scalextric 1973 Porsche 911 Carrera RSR 3.0	5.35 sec.	NA
Carrera 1977 BMW 320 Turbo Schnitzer Group 5	6.54 sec.	NA
Sideways 1982 Nissan Skyline Group 5	6.51 sec.	*3.82 sec.
Fly BMW 3.5CSL	6.27 sec.	*3.68 sec.

*NOTES: The SRC/ORC ‘Chrono’ Capri 2600RS was Race Track Tested in the the September/October 2027 number 95 issue, the Racer “Sideways” 1979 Lancia Beta Montecarlo Turbo Group 5 (with a chassis nearly identical to the Sideways Nissan Skyline) in the March/April 2013 number 68 issue, the Fly Ferrari GTO has a front motor like the Fly BMW and both have the same motors and gear ratios with similar weight and size so the BMW should match the performance of the GTO that was Race Track Tested in the January/February 2007 number 31 issue.



Let the decals dry overnight. Spray the model with two or three coats of Humbrol Clear Acrylic or Testors GlossCote to seal and protect the decals.



Test-fit the body and the interior. I had to trim the inside of the nose about 1/32-inch to clear the front of the chassis. Assemble the interior and body on the chassis and test run the car.

ning shape and proportions of 2800 CS accurately. The BMW is 1/32 scale in all the major dimensions. Most of the European club slotcar racers fit vastly undersize tires so that excellent body is lowered over the chassis like a vacuum-formed toy and SRC supplies those smaller tires with the kit. The simple way to upgrade the cars is to fit correct-size tires on the rear and to move the rear tires to the front wheels--- then the cars really do look like they should.

The chassis has a separate motor pod that is mounted with four screws at the extreme front and rear corners. A pair of bright green brackets extend forward from rear pod-mounting screws to rub the tops of the rear axle bearings to provide some additional support for the pod (and to stiffen the chassis if you clamp-down the pod. The motor is mounted securely with two screws. The front axle bearing slots have holes in the top and bottom with Allen screws that can be turned in or out to limit the axle’s up and down travel so the pickup blade is as deep in the slot as possible. All four wheels and the crown gear have set-screw mounts. The wheels are aluminum with plastic inserts. The pickup or guide shoe is a loose fit so it can wobble but it is mounted with a screw so you can tighten it down. Running magnet-free there was only .015-inches of ground clearance. The addition of a downforce magnet produces enough magnetic downforce to bend the chassis down enough to rub the rails. We turned-in the two top Allen screws that control the front axle travel so the front wheels actually lifted the chassis enough to provide a .020-inch ground clearance. If you want to race the car without the downforce magnet you can regain most of the lost traction by replacing the rear tires with some that have more grip like the number 1201 Super Tires silicones or 1201Y Yellow Dogs urethanes.