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to compare with the real car!



You can compare the Thunderslot 1/32 scale 1967 McLaren Can-Am M6A to the full-size car---the Thunderslot model is on the cover (and below)---this is the full-size M6A with Bruce McLaren on his way to winning the 1967 Riverside Can-Am. ---photo courtesy www.vintage-motorsportphotography.com

MODEL
CAR105 RACING

The Thunderslot 1/32 scale 1967 McLaren M6A Can-Am. There's more information on the model on pages 7-8.



CONTENTS



May/June 2019

Number 105

The Thunderslot 1/32 scale McLaren Can-Am M6A on the 1967 Riverside Can-Am track. ---photo courtesy www.vintagemotorsportphotography.com

1/32 SCALE RACING



7 Can-Am

Thunderslot 1967 McLaren Can-Am M6A

by Albin Burroughs



9 History of the Hobby

Fly Car Model Lola T70 Mk.IIIB

by Robert Schleicher



11 Sedan Racing

Four-Wheel Drive vs.

Independently-Rotating Front Wheels

Slot.It Alfa Romeo, Opel & Mercedes DTM

by Bill Deuroen

12 Tech Tips

Changing The Front/Rear Drive Proportions

13 Tech Tips

Front Wheel Differential Action

For Any 1/32 Scale Car

14 Tech Tips

Assembling The Rear Axle

15 Tech Tips

Assembling The Front Axle

16 Sedan Racing

Slot.It

Alfa Romeo, Opel & Mercedes DTM

17 Tech Tips

Ride Height

For Cars With Pod Chassis

by Bill Deuroen



19 Le Mans

Slot.it

1973 Matra MS670B

by Bill Wright



21 & 30 Sportscar Racing

Modelant

1956 Ferrari 510S

by Bill Wright



25 History of the Hobby

Strombecker Cars and Kits

Part 3: 1964-65

by Philippe de Lespinay

CAN-AM THUNDERSLOT 1967 MC LAREN M6A

Albin Burroughs

The M6A was the first McLaren to dominate the Can-Am series, easily becoming the 1967 champion. Thunderslot now offers a replica of the 1967 McLaren M6A to compete against their previous models of Lola T70 Can-Am cars. There's a photo of the full-size 1967 McLaren M6A on page 3.



The 1967 McLaren M6A was their first monocoque car with the chassis and lower body supporting the suspension and engine--there was no separate frame. There is more information on the M6A in the article on Monogram's 1/32 scale replica in the March/April 2011 number 56 issue. The M6A dominated the 1967 Can-Am Championship in spite of a concentrated efforts from Chaparral and Lola. McLaren was the Can-Am series champion for four years, from 1967 through 1971. McLaren created a new car for each of those years, but the first champion was the M6A. McLaren had some success with the previous M1B, finishing third in the 1966 Can-Am Championship. The most successful M6A cars were raced by the factory and driven by Bruce McLaren and Denny Hulme, often finishing 1-2 in spite of concentrated efforts from Chaparral and Lola. McLaren produced a nearly-identical M6B in 1968 for sale to private customers. It was a safe bet for McLaren because the factory had

the M8A for the 1968 season and none of the M6B cars could match its performance---Mark Donohue did win one round in his Penske Sunoco-sponsored car, Jerry Titus finished third at Las Vegas and Lothar Motschenbacher and Peter Revson drove to top five finishes in 1968. Dan Gurney rebuilt one of the M6B cars with new front and rear body panels as the 1968 McLeagle.

The McLaren M6A was a relatively small car by Can-Am standards, but the Thunderslot model is as wide as their Lola T70, which is about 5-percent larger than accurate 1/32 scale. The Thunderslot M6A model's wheelbase and length dimensions are close to 1/32 scale, but the model is a full half-inch wider than 1/32 scale---close to 1/25 scale. The body has the correct side profile but the overall shape only resembles the compact full-size McLaren. The tires are way undersize, almost 1/43 scale diameter, so they do not fill the wheel openings like the



The chassis has a separate motor pod with a sidewinder SP-size motor and fully-adjustable front axle travel. There is no downforce magnet but there are two slots to accept Slot.it magnets just in front of the motor.

HOW FAST MAGNET-FREE (with silicone rear tires)?

The Thunderslot 1967 McLaren M6A has virtually the same chassis with a sidewinder SP motor, gearing, weight and size as the Thunderslot 1967 Lola T70, so the McLaren should match the performance of the M6A that was Race Track Tested “Magnet-free” (with the downforce magnet removed and silicone rear tires) in the November/December 2016 number 90 issue.

Lap Time, 36-foot Scalextric Indy F1 Course: 4.32 sec.

Lap Time, 36-foot Carrera Indy F1 Course: 4.62 sec.



The full-size McLaren M6A was a relatively small car. The Thunderslot McLaren has the correct length and wheelbase but the shape is distorted so the model is a full half-inch wider than 1/32 scale---close to 1/25 scale. The Monogram replica of the 1967 McLaren M6A is correct 1/32 scale.

actual M6A tires. The Thunderslot model is a very light orange that is similar to one of the M6B cars that was raced by some private owners in 1968. It would seem that Thunderslot’s apparent rationale for the oversize cars it produces is to create a slot car that is as quick as a modern LMP1 car and that larger size (and a lower chassis thanks to the undersize tires) can increase cornering speeds. The chassis is nearly identical to that in the Thunderslot Lola T70 Mk.IIIB so the performance is there.

The Thunderslot McLaren M6A chassis has a separate motor pod, with an SP-size sidewinder motor offset downward to lower the center of gravity. There are Allen screws to adjust the amount of up and down travel on the front axle (to adjust the ride height---the depth of the pickup blade in the slot) and set-screw-mount front and rear wheels. The pod’s mounting screws can be loosened or tightened to adjust the car’s handling to suit your track and driving style (see the “6-Screw Hop-up” article in the number 69 issue---also at www.modelcarracingmag.com under “Sample Issues”). There is no downforce magnet. The car should be quicker with new silicone or urethane rear tires---we used number 1405 Super Tires for the Race Track Test of the Thunderslot Lola T70 in the November/December 2016 number 90 issue.

SPEC SHEET: Thunderslot 1967 McLaren M6A

The Prototype (the real car):	The size the model should be in 1/32 scale:	The dimensions of the Thunderslot model:
Length: 155.0 in.	4.94 in. (125.5 mm)	5.00 in. (136.6 mm)
Width: 68.0 in.	2.00 in. (50.8 mm)	2.50 in. (63.3 mm)
Height: 31.0 in.	1.15 in. (29.3 mm)	1.05 in. (26.7 mm)
Wheelbase: 93.5 in.	2.81 in. (71.3 mm)	3.01 in. (76.4 mm)
Track, Front: 52.0 in.	1.63 in. (41.3 mm)	1.88 in. (47.8 mm)
Track, Rear: 52.0 in.	1.63 in. (41.3 mm)	2.03 in. (51.60 mm)
Tires, Front: 9.20 x 15	NA	8.5 x 17.5 mm
Tires, Rear: 12.00 x 15	NA	10.2 x 19.2 mm
Weight: 1,300 lbs.	NA	60 grams (2 oz.)
Weight on Front Tires: 520 lbs.	NA	20 grams (5/8 oz.)
Weight on Rear Tires: 780 lbs.	NA	40 grams (1 3/8 oz.)
Magnetic Downforce (on Carrera):		NA
Magnetic Downforce (on Scalextric):		NA
Ground Clearance (on Carrera):		.4 mm (.015 in.)
Ground Clearance (on Scalextric):		.3 mm (.010 in.)
Pickup Lead (pivot to rear axle):		89.5 mm (3.052 in.)
Gear Ratio:		2.92:1 (11/32)
Source: MC LAREN!, The Man, The Cars And The Team, by Eoin S. Young, Bond Parkhurst 1971 (out of print)		



Policar PCAR04c March 701 no. 23 Ronnie Peterson, Monaco GP 1970



Scalextric C4103 McLaren F1 - Weathered (end-of-race)



Racer (Sideways) SW62 Lancia Beta Le Mans 1980



Scalextric C4104 Ford GT40 Gulf #9 - Weathered (end-of-race)



Slot.it SICA12D Audi R8C Le Mans 1999 'Presentation' car



Scalextric C4105 Ford GT40 Gulf #10 - Weathered (end-of-race)



Scalextric C4029 Aston Martin DB5 - Black



Scalextric C4106 Ford GT40 Gulf #11 - Weathered (end-of-race)



Scalextric C4022 2018 McLaren F1



Thunderslot THCA00302 McLaren M6A Can-Am Motschenbacher #11 Laguna Seca



Slot.it SISC31B Lola Aston Martin DBR2 LMP1 Spanish Championship 2018 Limited Edition



Scalextric C4043 Chevrolet 1970 Trans-Am Camaro, Stars n Stripes