

PRODUCT REVIEW REDUX

THUNDERSLOT MCLAREN M6A REVISITED

This must be a staged shot because the orange-coloured works car is mine and Darren McHarg owns the red one. As quick as I thought I was, his car recorded a lap 0.6 of a second quicker than mine



McLaren M6A

Revisited

In the last issue we raved over the new McLaren Can Am offering from Thunderslot. With a second car making the grid at our last club meet, it was time to see how these babies fared

I know it's a bit unusual to review a car twice, but then we hadn't had a proper chance to race them until now. Anyway if you find something you really like you will normally go back again for more don't you? I think we threw all the expletives at this great car in issue 33 so let's see she faired against its rivals such as NSR and Slot.it in our club's classic sports class.

Well out of the box this car is very fast but in my hands, I just couldn't break into the six-second bracket on our club track. Try as I might and hovering in the low seven-second bracket, I just could not get into the holy grail of a six-second time at Club East Worthing. Then came the shocker, a 6.208 second and new club lap record! No not by me but by Darren McHarg. Darren is one if not the quickest drivers at our club at the moment. His car prep is second to none and he always wrings the best out of any slot car. So how did he get such a fabulous time out of his McLaren?

Name	Laps	Lap Time	Best Lap	Avg Lap	Gap	Lead
Darren Mcharg	28	6.239	6.208	6.466	--	28
Darren Potter	25	7.441	5.704	7.459	+27.8	0
Dean Mosdell	22	9.486	7.068	8.422	+54.8	0
Andy Davis	22	13.539	7.395	8.760	+61.3	0

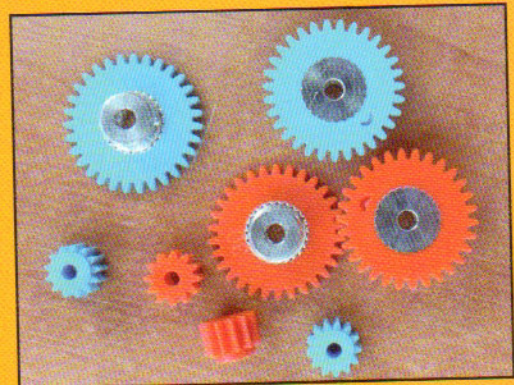
Darren's new track record filmed for posterity. Ignore the spurious lap time from Darren Potter which was a glitch in the timing

Gearing up for Success?

Just released are new gearsets that not only fit the new McLaren M6A but also the Thunderslot Lola T70 coupes and Can Am Spydys. The orange ones see a 30-tooth spur gear matched with a 12-tooth pinion that will give you a final ratio of 2.5:1 whilst the blue set has a 31-tooth spur and 13-tooth pinion, equating to a 2.4:1 ratio.

The white gear sets fitted to Thunderslot cars as standard have 32/11T gears giving a final ratio of 2.9:1 so by fitting either of the new replacement higher ratio sets should give you better top-end speed, at the expense of some acceleration. Many

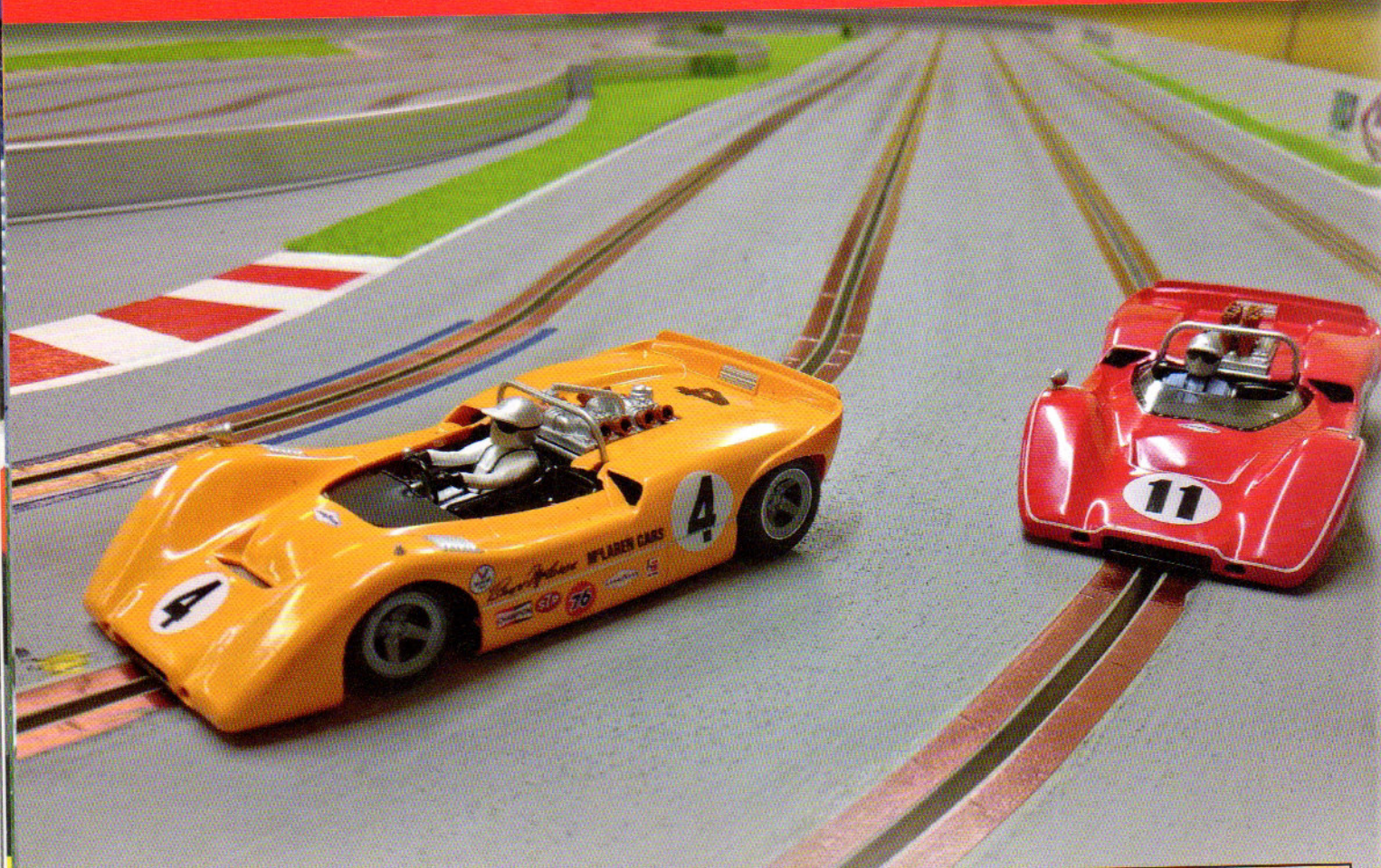
things can affect how a change in ratio can affect lap times; tightness of the corners the length of the straights, with some stating that even the amount of power going to the track. The only sure-fire way to see the effect of changing ratios is testing – and to make sure you have a good starting point do as many fast laps as you can, at least ten with the car as supplied and make notes of the lap times. Then drop down one gear set ratio, in this case this will be the 32/12T gears that gives you a 2.5 final ratio and repeat the test. You should notice that the car is smoother out of the corners, but picks up speed down the straights and your lap times will drop, but as I said you can't be sure. Just do the testing and the lap times will give you the proof that you need. If you want then drop down even further with the blue set. After looking over the recorded times, pick the ratio that gives you the best drivability and lap times.



Can either of these new gear sets from Thunderslot make the McLaren record even quicker times? Only testing will tell...

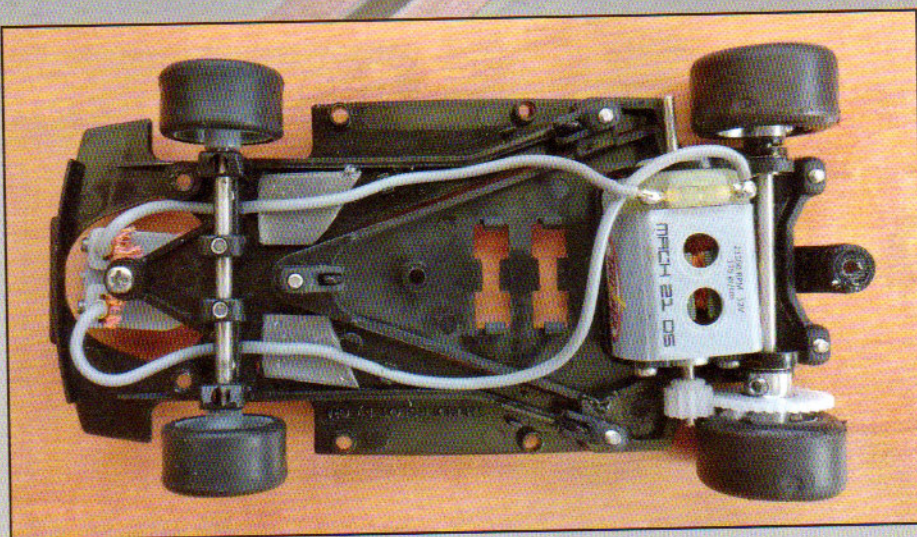
PRODUCT REVIEW REDUX

THUNDERSLOT MCLAREN M6A REVISITED



The orange car shows signs of damage at its first event. The windscreen and nearside mirror are missing due to a first corner incident where it ended up on the floor. Almost a lap down I clawed back into the lead and won the heat. What a slot car!

"Is that box stock, Darren?" I asked. "Well almost" came the reply and looking at his car it was hard to spot any changes. "Come on champ, what's your secret?" I asked. He then pointed to the tyres which had been swapped to low profile hards on the front and to slicks on the back, both from Thunderslot. "So just swapping the tyres enabled you to do that lap record-breaking time?" "Well yeah that, and a little bit of weight just behind the front axle". Man, I needed to do these mods and quickly as the heats for this class had already started. Darren reached for the sticky back thin lead sheet to cut out similar shaped ballast as fitted to his own car while I managed to find the tyres I needed. Just in time I made it to the grid and straight away I was in the sixes with a 6.967 lap time. The car just seemed just a little more settled than before and I was starting to leave most others in my wake in the three-minute heats. Then in the last heat I took the lead on lap four, never looked back and by not de-slotting went on to do 26 laps with a



personal best lap of 6.809. The car just gave you so much confidence that I could have raced it all night.

We can only hope that the even lower and sleeker McLaren-Elva from Giovanni will be just that little bit quicker when it hits the market and then maybe we might see a five-second lap, that is unless Darren doesn't do it before with his Thunderslot McLaren M6A! ■

I have never covered so many laps on our track and a 6.8 second lap time to boot. I was smiling all the 40 miles home!

The secrets of my success. The tyres were easy enough with Thunderslot hards on the front and their slicks on the rear. Also, you can see where and how much ballast was added. Not a lot but it does make a difference to the cars handling

Name	Laps	Lap Time	Best Lap	Avg Lap	Gap	Lead
Terry Smith	26	6.970	6.809	7.059	--	22
John Watts	25	7.557	6.967	7.455	+10.3	4
Andy Davis	24	7.133	7.028	7.610	+14.3	0
Darren Potter	23	7.464	6.556	7.852	+20.6	0