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SLOT

33

IT'S SHOW TIME AGAIN!
2019 International Toy fair in Nuremberg



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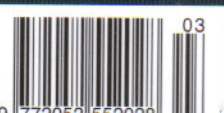
*Giovanni Montiglio, creator
of the Thunderslot range, eats,
breathes and sleeps slot car racing*

THUNDERSLOT THE MASTERS OF THE UNIVERSE?

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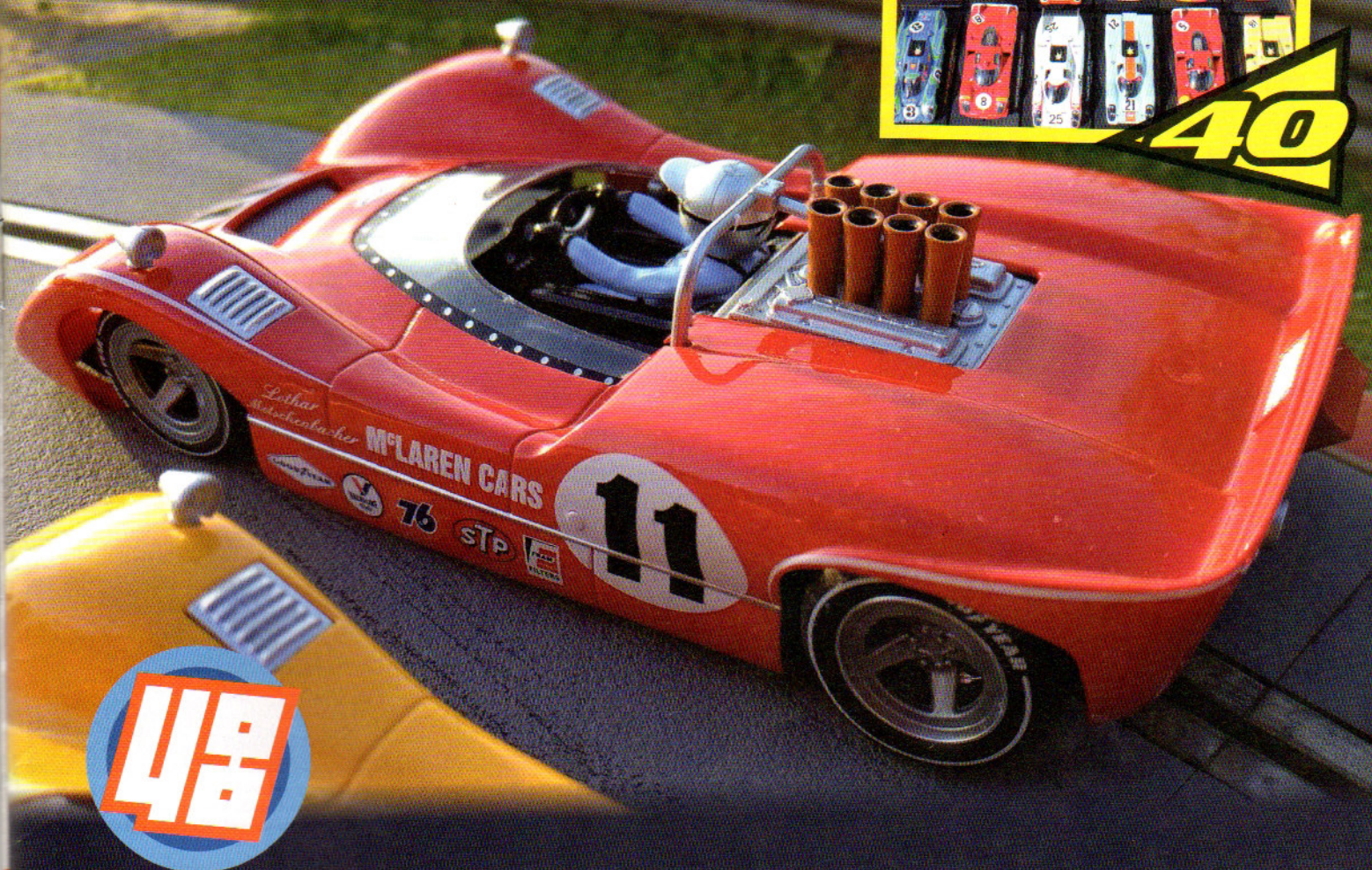


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PRODUCT REVIEW

TAKING A LOOK AT THE HISTORY OF SLOT RACING

"By the Power of Giovanni" Thunderslot - the Masters of the Universe?

If you have ever met Giovanni Montiglio you will after a short time realise that this Italian engineer and creator of the Thunderslot range, eats, breathes and sleeps slot car racing.



I have had the pleasure of knowing Giovanni since his days at NSR and I know many of you have known him a lot longer, racing against him when he lived in the UK many years ago. If you have then you will join in me when I say that the comment in the header is 100% accurate and slot cars and slot car racing is not just a passion, it means everything to him. He is totally focused on

the hobby and his slot car business, I kind of envy him in way, to have something that absorbs you to that extent. Don't get me wrong I love slot cars too, but I have so many other interests that take up my time, that in the end I can't excel at any of them. I have friends in the Drag racing world that just live for that pastime, they invest all their time, effort and money into their machinery and do little else -

it's their drug.

Giovanni is without doubt one of the top men in our hobby and this shows through his products. Even when he is not working, he will talk all day about slot cars, and we have found a common interest in American powered racing cars such as Can Am and the USAC series that preceded it. When Salvatore was alive in the NSR days he asked me in front



A yellow McLaren M6 slot car is shown on a track, viewed from a front-three-quarter angle. The car has a white circle with the number '4' on the front. A driver figure is visible in the cockpit. The background is a blurred racetrack with other cars and spectators.

The new McLaren M6's from Thunderslot – can they be any better than the superb Lola's that the company already produce?

of him what new car should NSR produce next - a GT3 or classic sports racer? A classic I replied, Giovanni then asked me if I had a car in mind, I said "yes, the Lola T70." He smiled, turned around to Salvatore poking him on his chest saying, "I've been telling you that is the car to do next!" Of course, the Lola never came out from NSR and Giovanni found himself in a position that he had to leave the

company after Salvatore's death.

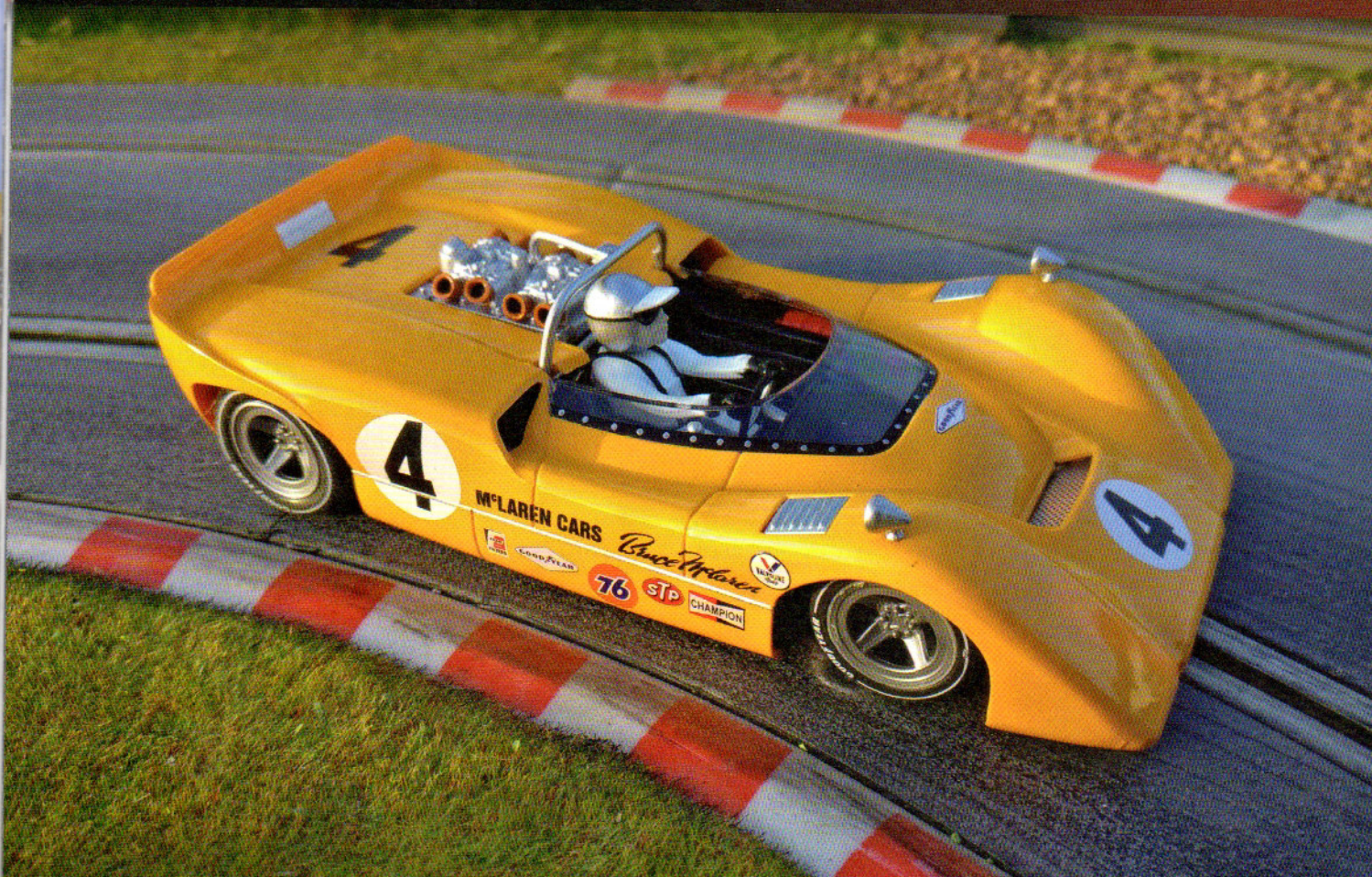
Roll on a few years and we finally got the Lola under the name of Giovanni's own company Thunderslot. The excellent T70 coupe was then followed by the even slightly more excellent open top Spyder version and now we have this, the McLaren M6 Can Am and first reports is that this is another cracker!

OK so we did look at the kit version a couple

of issues back, and the hastily put together model for the magazine deadline did not allow any serious track time. However, since then on a couple of sneaky test sessions down at our club the car has turned into a formidable piece of kit - one I am looking forward to racing next month when Classic GT/Sports returns as a class at our club. There is no exact reason why the M6 should be better than the Lola

PRODUCT REVIEW

TAKING A LOOK AT THE HISTORY OF SLOT RACING



The car that changed Can Am? The M6 first raced in 1967 when it went on to win the Championship that year. Between them McLaren and Hulme went on to dominate the series for the next four years giving it the nickname "The Bruce and Denny Show."

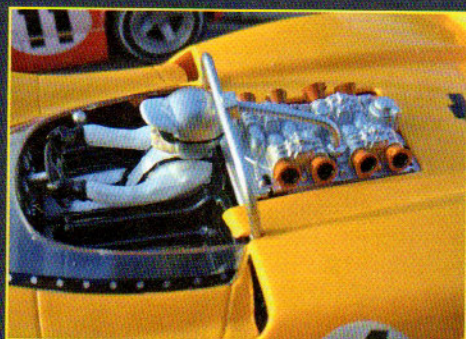
"You can't buy Champagne for beer money..."

Spyder or indeed why the Spyder was better than the Lola Coupe, but it just feels that way, and is verified by lower lap times. Although in essence a Thunderslot car is a development of an NSR Classic that Giovanni was involved with when he worked there, his newer creations are just packed with development features that push his brand to the top of the pile. From its strange looking low mass guide to the increased angle of the motor in relation

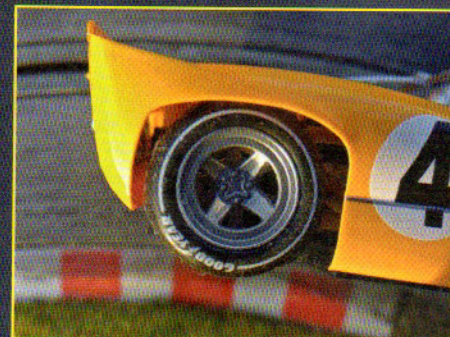
to the rear axle its little details that help make his cars one of the best if not the best RTR cars on the market.

Of course they are expensive as I have said before you can't buy Champagne for beer money, but so you know what we are talking about here – if you were to take a typical mass produced slot car costing around £40, at best it would be in the mid 9 second mark on our 90° club track. Take a Thunderslot around

the same track and you would be almost 3 seconds faster, THREE SECONDS! So, is it worth the £85 they are asking? Well of course it is, even if you looked at a decent mid-priced car around the £60 mark and threw all the money you liked at it, it would still struggle to beat a Thunderslot car. Yes, we have detractors down at our club "You won't get me paying all that for a slot car" Well that's up to them but we also have many who can't wait to



The earlier Chevrolet engine had side-draught carburettors as modelled here, while the later car came equipped with fuel injection intake pipes.



The early kit version used the Lola inserts. The production models now have the correct four spokes.





This was one of the same ex-works M6's now in the hands of Lothar Molschenbacher which he campaigned in 1968.

get one of these McLarens.

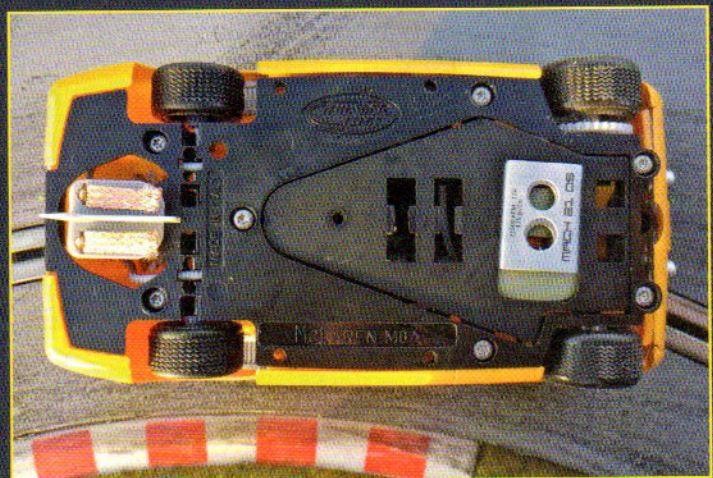
The real McLaren M6 was a nice-looking car and the company have gone a long way to replicate this. Sure, there are some small liberties taken regarding its dimensions

especially in its width but its not so much that it really notices -anyway Can Am cars are meant to be low and wide! The paint finish and printing is up there with the best and even though its primary function is to race there are nice little

detail changes like the engine intake systems. The car shares all the same components such as the precision ground axles, plus the 21.5K motor and plastic gear set from the Lola, and although the mega lightweight rear wheels are



The rear end showing off the huge diameter rear exhausts. This precedes the Asda car park lads with their bucket sized rear boxes on their Corsa's by over 50 years!



Apart from the main chassis moulding all of the other components are as we have seen before in the previous Lola models.

PRODUCT REVIEW

TAKING A LOOK AT THE HISTORY OF SLOT RACING

While designed for racing there is no doubt that these beautiful Can Am cars will also find buyers from the collector market.



“These slot cars are extremely quick on home tracks - even without a magnet...”

the same, the finished models now have the correct 4-spoke wheel inserts that were used on the real McLarens.

Some of you of course will be thinking “Yeah but I don’t race at a club, so why should I get one of these?” Well these slot cars are extremely quick on home tracks - even without a magnet, but the chassis does come equipped with magnet holders, (Why I don’t know). Slip a mag under one of these and watch you mates faces melt as you obliterate them at one of your at-home race nights! Plus dare I say (being that its full-on slot race car) that there may be collectors out there that will want to own these cars?

What then is there not to like? OK so you might have to cut back on a few take-away meals to purchase one, but you won’t be disappointed, and it will help you keep your healthy new year’s resolution on track! Happy Racing... ■

