

# CAN-AM: THUNDER SLOT 1967 LOLA T70 MK.III ROADSTER

The Lola T70 was the car to beat when the Can-Am series was inaugurated in 1966. Now, Thunder Slot has a 1/32 scale Lola T70 Mk.III, their first Can-Am model.

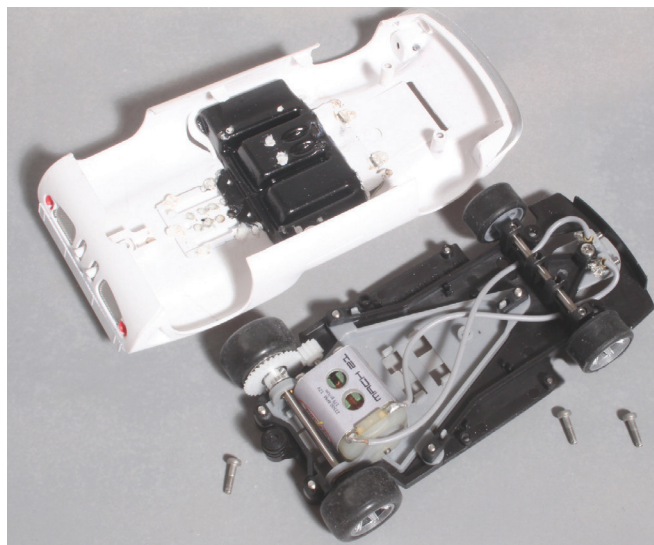
Robert Schleicher



The first Thunderslot Lola Mk III Can-Am roadsters are plain white. Two more paint schemes should be at your dealers this fall, the AAR-sponsored number 30 car driven by Dan Gurney and the Dana-sponsored number 52 car driven by Peter Revson.

Thunder Slot has produced several versions of Lola T70 Mk.III coupe that was Race Track Tested magnet-free in the November/December 2016 number 90 issue. The coupes were raced in the GT class. The roadster versions of Lola T70 were racing extensively in Europe but they are remembered mostly for winning races in the American Can-Am series. The T70s won every Can-Am race in 1966. The Thunder Slot model is a reasonably accurate replica of Mk.III Lola T70 roadster. The majority of the Can-Am Lola T70s were either Mk. I or Mk. II models with bodes about 6 inches narrower than the Mk. III. However, within weeks of competing in the Can-Am series, most of the cars were modified with fender flares and bulges to accommodate ever-wider tires. The Lola's superiority was short lived, however, the McLaren M6B cars were virtually unbeatable in 1967 driven by Bruce McLaren and Denny Hulme.

The Thunder Slot Lola T70 Mk.III roadster is a completely new body compared to their T70 Mk.III coupe. The coupe was noticeably too low but the roadster looks much more realistic. The tires are still small enough to look good on a skateboard but that can be fixed. The roadster also sits way too close to the track, close enough so the nose can rub noisily on Scalextric track rails. The correct-size tires will also fix the too low problem.



The Thunder Slot Lola has a separate motor pod with a compact side-winder motor and the front axle travel is fully adjustable.

The first Thunder Slot Lola T70 Mk.III roadster is a unpainted white plastic. Two more cars are coming this fall painted to match the AAR-sponsored car driven by Dan Gurney and the Dana-sponsored car driven by Peter Revson.

The stock tires are way too small so we removed them and put them on the front wheels. We then installed the number 1405 Super Tires silicones on the rear wheels

	Stock Undersize:	Correct Scale:
Tires, Front:	8.5 x 17.5 mm	10.2 x 19.2 mm



### BEFORE:

If Lola had a drag racing Funny Car it would have front tires about the size of those on the NSR Lola. Those are what the Euroracers demand but the tires make this realistic model look like a toy.



### AFTER

With 1/32 scale tires front and rear the Thunder Slot Lola is as realistic as most other 1/32 scale race car replicas.



The Thunder Slot Lola T70 compared to the Monogram model (repainted with Pattos decals in the July/August 2010 number 52 issue). The two are very similar in size and shape but the Monogram model has a more tapered and streamlined tail section.



The set-screws for the wheels and gear, for the pod and the body-mounting screws are not the usual Phillips head or Allen hex but Torx T6. There are two holes for Torx Allen screws on each side of the chassis that can be turned in or out to adjust the height of the body on the chassis. The front wheels are plastic. The rear wheels are set-screw-mount aluminum with two-piece tires that have a foam inner strip to provide a claimed "air" suspension.

## HOW FAST Magnet-Free?

### Thunder Slot 1967 Lola T70 Mk.III vs. SRC, Slot.it, Monogram, EJ's, Slotter & NSR SIXTIES LE MANS GT CARS

(no downforce magnet and silicone rear tires)

#### MODEL CAR RACING TRACK TEST "Magnet-Free"

	36-foot Scalextric	36-foot Carrera
	Indy F1 Course:	Indy F1 Course:

<b>Thunder Slot 1967 Lola T70 Mk.III</b>	<b>4.32 sec.</b>	<b>4.62 sec.</b>
<b>SRC 1968 Porsche 907/8L</b>	<b>4.83 sec.</b>	<b>5.37 sec.</b>
<b>Slot.it 1992 Ferrari 312P</b>	<b>5.24 sec.</b>	<b>4.58 sec.</b>
<b>Monogram 1967 Lola T70 stock</b>	<b>5.75 sec.</b>	<b>5.33 sec.</b>
<b>EJ's 206 Chassis w/Arii Porsche 911 body</b>	<b>5.61 sec.</b>	<b>5.59 sec.</b>
<b>Slotter 1966 Lola T70 with Slot.it HRS/2</b>	<b>6.17 sec.</b>	<b>5.04 sec.</b>
<b>NSR 2010 Porsche 997 GT3 RSR</b>	<b>4.68 sec.</b>	<b>4.23 sec.</b>

NOTES: The SRC (Slot Racing Company) 1968 Porsche 907/8 LH was Race Track Tested in the September/October 2013 number 71 issue, the Slot.it 1992 Ferrari 312P in the March/April 2007 number 32 issue, the Monogram Lola T70 was tested with a new Slot.it rear axle, new gearing and motor in the November/December 2009 number 48 issue, the EJ's number 206 brass chassis with an Arii Porsche 911 body was Race Track Tested in the May/June 2008 number 39 issue, the Slotter 1966 Lola T70 with Slot.it HRS/2 anglewinder chassis and Flat-6R motor in the March/April 2009 number 44 issue and the NSR 2010 Porsche 997 GT3 RSR in the November/December 2012 number 66 issue.

## SPEC SHEET: Thunder Slot 1967 Lola T70 Mk.III

The Prototype (the real car):	The size the model should be in 1/32 scale:	The dimensions of the Thunder Slot model:
Length: NA	NA	5.24 in. (133.0 mm)
Width: 70.0 in.	2.19 in. (55.5 mm)	2.48 in. (63.4 mm)
Height: NA	NA	1.14 in. (28.9 mm)
Wheelbase: 95.0 in.	2.97 in. (75.4 mm)	2.97 in. (75.4 mm)
Track, Front: 58.0 in.	1.81 in. (46.0 mm)	1.87 in. (47.4 mm)
Track, Rear: 58.0 in.	1.81 in. (46.0 mm)	1.95 in. (49.5 mm)
Tires, Front: 1060-15	8.4 x NA	8.4 x 16.3 mm
Tires, Rear: 1200-15	9.5 x NA	8.9 x 19.4 mm
Weight: 1,500 lbs.	NA	55 grams (2 oz.)
Weight on Front Tires: NA	NA	20 grams (3/4 oz.)
Weight on Rear Tires: NA	NA	35 grams (1 1/4 oz.)
Magnetic Downforce (on Carrera):		NA
Magnetic Downforce (on Scalextric):		NA
Ground Clearance (on Carrera):		.4 mm (.020 in.)
Ground Clearance (on Scalextric):		.3 mm (.015 in.)
Pickup Lead (pivot to rear axle):		91.4 mm (3.59 in.)
Gear Ratio:		2.91:1 (11/32)

SOURCE: LOLA T70, Fourth Edition, by John Starkey, published by Veloce, ISBN: 1845841891.