

CAN-AM

THUNDER SLOT

1966 LOLA T70 MK.III ROADSTER

The first Thunder Slot Lola T70 Mk.III Can-Am roadster is a replica of the number 30 Bardahl Special that Dan Gurney drove to win the Bridgehampton Can-Am race in 1966. There's an article on the Thunder Slot Lola T70 Can-Am Roadster in the September/October 2017 number 95 issue and a full Race Track Test of the coupe version of the car in the November/December 2016 number 90 issue.

Robert Schleicher



The Lola T70 was the racecar that helped to establish the Can-Am series as most exciting road racing in the world in the mid-sixties. Lola had built three of their Mk.VI coupes to race at Le Mans, Sebring and other road races in 1963-1965. That car spawned the Ford GT. The Mk.VI Lola was also the predecessor of the Can-Am T70. American V8-engined sports cars were exciting to watch in Europe's Group 7 series, with cars like the Lotus 30 and 40, Elva and McAllen Mk. IA in 1965. In America, the USRRC (United States Road Racing Championship) was the series for these V8-engined racers with Chaparral dominating that series in the early sixties. The USRRC series was reborn in the fall of 1966 to become the Can-Am. Lola dominated that first year, with most of the top drivers choosing the more reliable and better handling Lola T70. Phil Hill won one race in the Chaparral

2E at Mosport and finished second twice. Bruce McLaren garnered two second place finishes and two thirds to finish third behind John Surtees and Mark Donohue in their Lolas. Phil Hill was fourth and Jim Hall fifth in 1966 Championship in the Chaparral 2E cars, but the rest belonged to the Lolas. It was all over for Lola in 1967, however, when the M6A McLarens began their turn at dominating the series. The Lola T70s provided some competition and Donohue, Surtees, Follmer, Parnelli Jones, Revson and others soldiered on so there are, then, several dozen different paint schemes for the 1966-1967 Lola T70s. Chaparral widened the 2E for 1967 and fitted a bigger V8 produce the 2G but their best finish was a second at Riverside and a fourth at Elkhart Lake. Lola produced the R163 in 1968 to try to compete with the McLarens (who had gone



Dan Gurney's Lola T70 at the bottom of the Corkscrew at the 1966 Laguna Seca Can-Am. ---Pete Lyons photo



The Thunder Slot 1/32 scale recreation of Dan Gurney's 1966 Can-Am Lola 70.

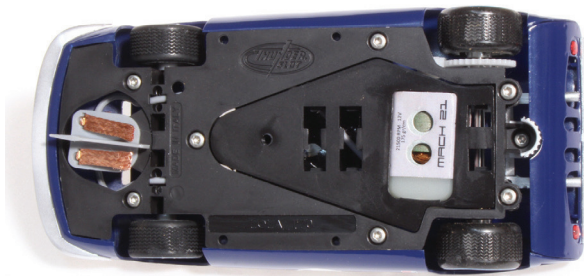
on to race the even quicker M8A). Lola's racing success from 1967 on wee with 70 Mk.III coupes at long-distance races like Le Mans in the Group6 class with a 3-liter engine limit.

The first two Thunder Slot models of Can-Am Lola T70 are replicas of the number 30 Bardahl Special driven by Dan Gurney and the white Dana Chevrolet-sponsored number 52 car driven by Peter Revson. The Gurney car is, perhaps, the most famous because it came from a period when he was also competing in Formula with his Eagles which were (more-or-less) the same dark metallic blue as his Can-Am Lola. The dark blue Gurney Lola is the second most popular T70, following the mid-blue and yellow Sunoco Penske cars. Gurney only won one race in the car (at Bridgehampton) in 1966 to finish seventh in 1966 Can-Am Championship. Dan also contested the Mt. Tremblant-St. Jovite, Mosport, Laguna Seca, Riverside and Las Vegas Can-Ams but the car failed to finish any of

them. Peter Revson's best was a fourth at Las Vegas and tenth in 1966 Championship.

The Thunder Slot model has the same chassis as their previous Lola T70 coupe but the motor pod is modified so there is ample ground clearance. The model has an inline motor pod with a Boxer-style motor. Most modelers will run it in a Can-Am Class against the Slot.it 1967 Chaparral 2E (or the Slot.it 1970 McLaren M8D). Running magnet-free the Thunder Slot Lola and Slot.it Chaparral should have nearly identical performance. However, the stock tires on the Thunder Slot Lola are still way too small so we removed them and put them on the front wheels. Number 1405 Super Tires silicones were used to replace the rear tires for our Race Track Tests.

	Stock Undersize:	Correct Scale:
Tires, Front:	8.5 x 17.5 mm	10.2 x 19.2 mm
Tires, Rear:	10.2 x 19.2 mm	10.5 x 21.3 mm



There are two slots to accept Slot.it magnets just in front of the motor but no magnets are supplied with the model.

The chassis has a separate motor pod with a sidewinder small can motor. The front axle is fully-adjustable to set the pickup blade as deep in the slot as possible. The body mounts with three screws but note there is a small washer beneath the head of the rear screw to prevent screw from tearing through the top

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:

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

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 1966 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.