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# SCALEXTRIC LOTUS 25

**Thunderslot's  
McLaren - Elva**  
*Detailed Kit Build*



**TECHNIQUE ■ WORKSHOPS ■ CLUB REPORTS ■ LATEST NEWS**  
**RACEWARS!** WHAT IS RACEWARS?



# THUNDERSLOT CAN AM CHALLENGE 2020

**W**e have had exciting news that ThunderSlots UK distributor, Gaugemaster, has organised a race series for the fabulous Thunderslot Can Am cars. Three regional heats will be held between January and May 2020, with the grand final also in May being held at the UK Slot Festival at Gaydon. The heats will be held at the following locations;

Wales and West - 19th JANUARY  
Red Dragon - Llantrisant Slot Car Club

Northern - 29th MARCH  
Pendleslot Raceway - Nelson

Southern - 10th MAY  
Nascot Wood - Watford

The grand final will have great prizes and trophies plus the kudos of racing live at the UK's largest Slot Car event. The final will be held on Saturday 16th May. To feature in the final, you must have attended and raced at one of the regional heats. Please contact each club if you wish to confirm entry and find out the rules and regulations for the series. These details will also be published on Gaugemaster's website by the time you read this. What we can tell you is that Giovanni Montiglio from the Italian company is encouraging entrants to modify their cars using Thunderslot parts, including full suspension. He added that we have found racers throughout the world prefer this instead of using box stock cars and feels it is all part of the overall experience of the competition. All the existing Thunderslot models will be eligible for the competition, which will include the soon to be released McLaren-ELVA. ■

This is the poster for the Southern round of the Thunderslot Can Am challenge being held in Watford.

**9/10 MAY 2020\***  
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Nascot Wood Slot Car Club

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**BEFORE THE FINAL TO BE HELD AT THE 2020 UK SLOT CAR FESTIVAL**

\*SATURDAY FREE PRACTISE, SUNDAY RACE EVENT - £10.00 ENTRY FEE

OTHER DATES: 19th JAN Llantrisant Slot Car Club / 29th MARCH - Pendleslot Raceway

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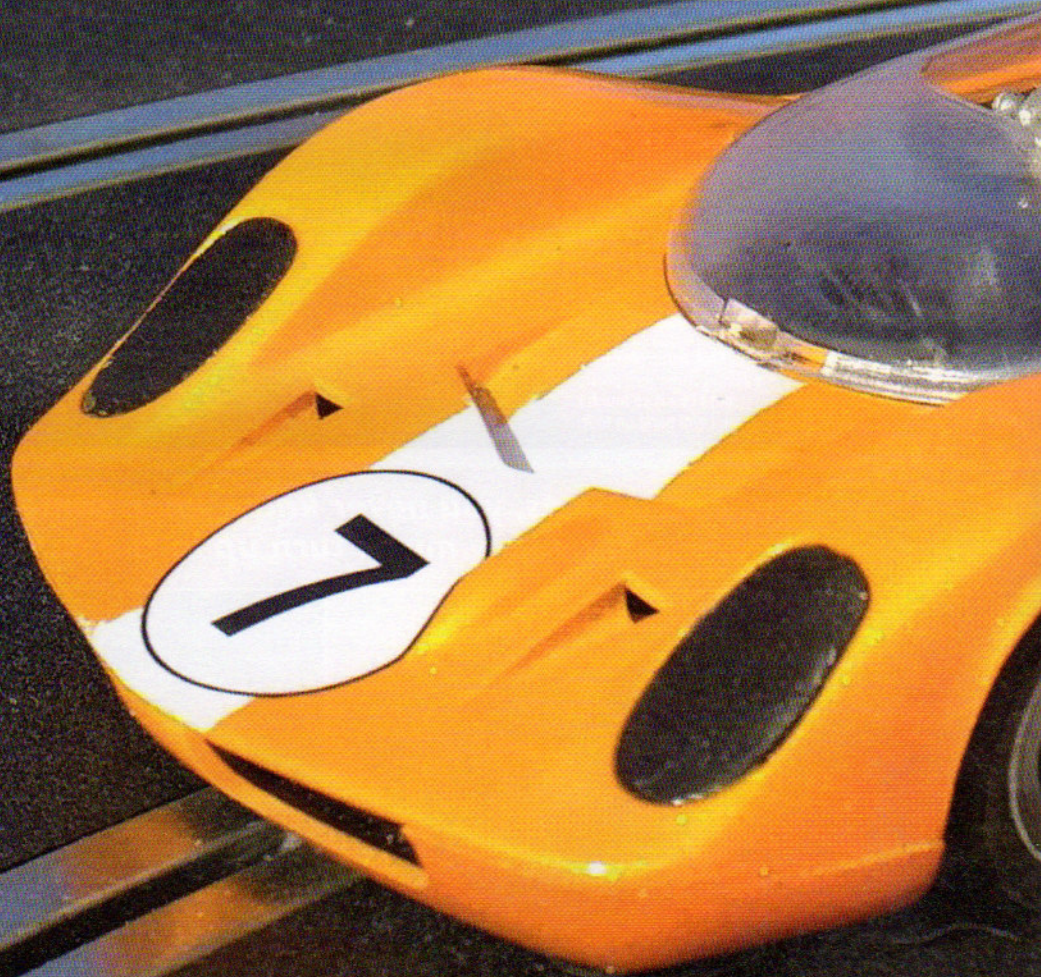
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# Thunderslot's *McLaren - Elva*

A new release from Thunderslot is always a welcome addition, as is this low-slung pre-Can Am sports race car from Bruce McLaren. While we will have a full review in the next issue let's have a sneak look at the model with this pre-release kit of what became known as the McLaren-Elva.



# Kit



One of the three McLaren-Elva present at this year's Goodwood Revival. The blacked-out headlamp lenses on this Nickey Chevrolet car was replicated on the model.

# PRODUCT REVIEWS

THUNDERSLOT'S MCLAREN - ELVA KIT



So what do you get for your buck? - Everything you see here, including a semi-assembled chassis and all the other parts to create McLaren's first ever race car bearing his name.

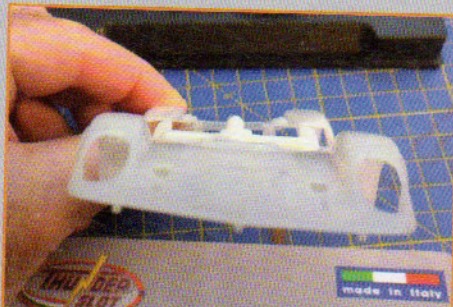
Releasing a kit version before the fully decorated and assembled models are available, has become the norm for some companies. Sideways and Thunderslot are the main exponents for doing this. It kind of makes sense, especially to the racing world, where most serious racers would strip down any new purchase anyway and rebuild it to their own preferences. It also means that the kit can be out at least a month or so before, as the bodies don't have to go away (often to China) to be painted and printed.

As I said I won't go into the history and any detail about the real car and the model, as I will leave that for next time, but just show the build of this exciting new car from the Italian

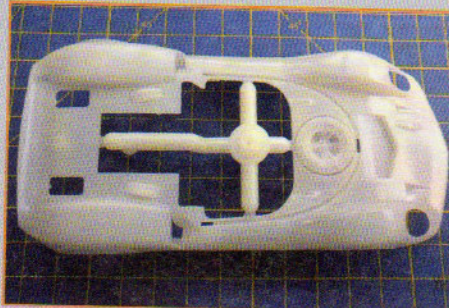
manufacturer. However, there is a couple of things that need to be pointed out, firstly the body shell had quite a bit of a twist on it which should I feel been spotted by quality control. Ok nothing one can't correct, but should one have to? Another thing was that the body mounting screw threads were too small in diameter so they would not screw into the mounting holes. Finally, the kit came with just two very thin axle spacers which is not enough to give you clearance and allows tyre rub against the side of the chassis next to the motor mount. None of these things is life or death but a little annoying all the same.

The build otherwise went without issue, although I did not have enough time to set

the car up properly before I took it to the club. The heads of the replacement body mount screws were too large so I couldn't loosen the bodyshell and they also grounded out, and the lack of clearance with the tyre was still an issue. This was reflected in slightly disappointing lap times at our club at around 7.5 seconds, now these would be very respectable if it wasn't for the fact that that our lap record is held by another Thunderslot product. And that record was set by their McLaren M6A at a staggering 6.3 seconds. There is no doubt this car has a lot more to give, and with the completed RTR cars available just weeks away, watch this space! ■



First thing I noticed was that the body was slightly warped - enough that it needed correcting before we went any further with the build.



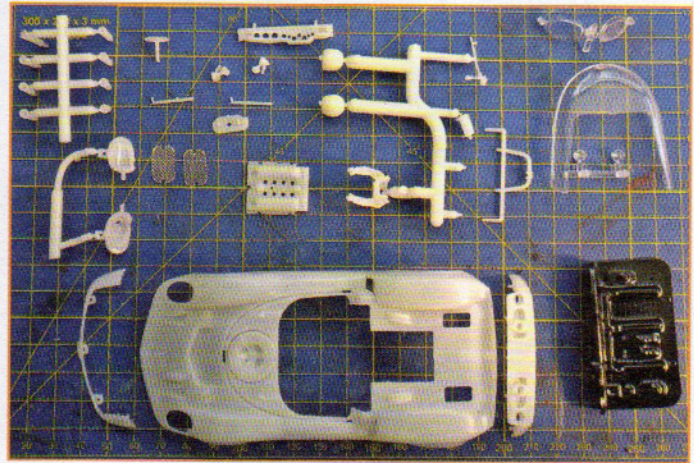
I was hoping that by cutting out the cross shaped sprue from the middle of the moulding it would have released the tension and that the warp would have disappeared. Unfortunately, cutting this away made no difference. Note - the moulded spare wheel in the cockpit.



I am sure some of you have your own technique in straightening out twisted plastic bodies, but this is how I do it. The small tub below the shell contains boiling hot water, while the jug to the right is full of near ice-cold water. Place the shell into the boiling water for around 20 seconds, then twisting the shell into the correct position drop it straight into the cold water - repeat if necessary.



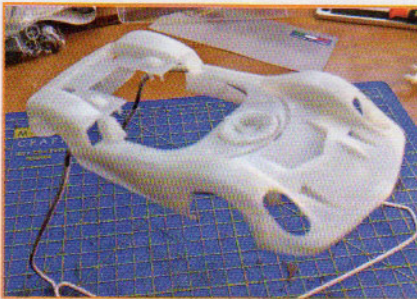
Brothers in Arms? - The McLaren - Elva on the left is joined here with a new old stock Super Shells Lotus 30 and the newly released wide arched Cooper Ford body from Professor Motor. These cars would have seen action on the track at the same time in the US, from around 1964.



The non-mechanical parts all laid out most of which will need painting. Unlike the previous Lola T70 Spyder and McLaren M6A from Thunderslot there were no optional parts included in this kit.



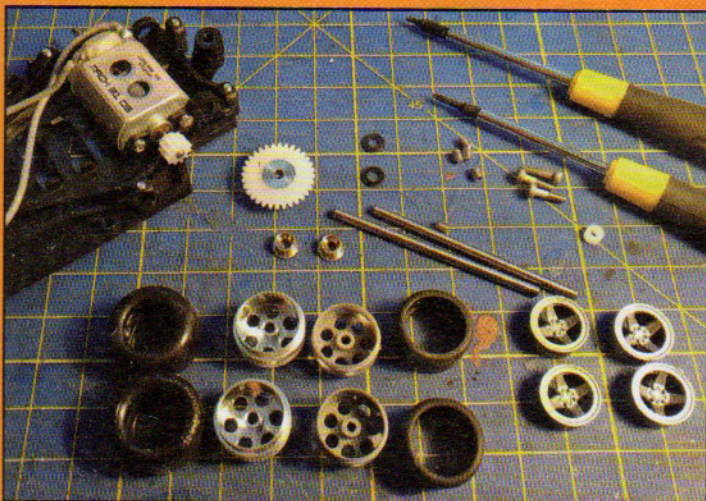
I always heat spray cans in a jug of near boiling water, shaking the can every 30 seconds and putting it back in the water until the can feels warm in your hand, this will ensure perfect atomisation of the paint when sprayed.



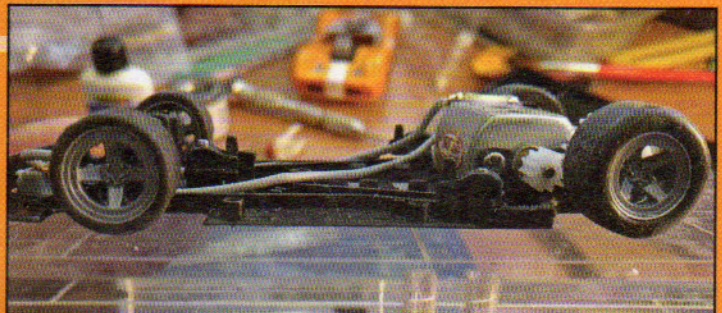
Yes, it's here again - my famed bent coat hanger! - the ideal way to hold any model car body for spraying. Regardless of topcoat colour, after a quick rub down with fine wet 'n dry paper, I always spray the shell with white primer.



While not prototypical, this Ford Electric Orange metallic colour I feel suits the car and period perfectly. I also added a white racing stripe for good measure. Then the whole thing was treated to a few coats of Halfords clear lacquer.



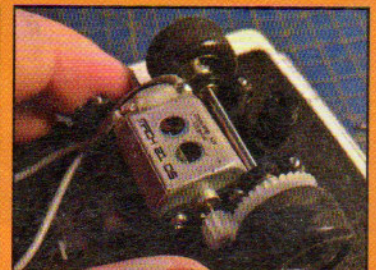
While that was drying, it was time to put the rest of the parts of the chassis together. Thunderslot use Torx 6 headed body and chassis screws. Strangely, the three shanked body mounting screws were of the incorrect size. Note - the kit comes with soft rear slicks and low profile harder front tyres, RTR versions have normal treaded tyres.



The fully assembled chassis on a set up plate, this helps to get the front axle height set up correct.



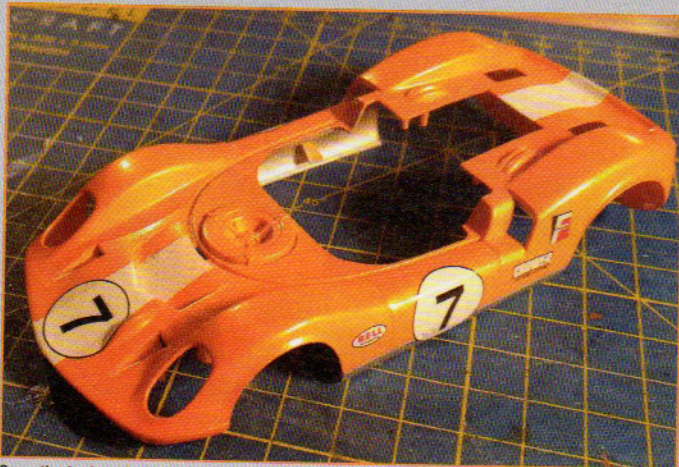
This done by placing the supplied grub screws in the holes at the front of the chassis - as shown here. You want the front wheels to barely touch the set-up plate for the ideal axle height.



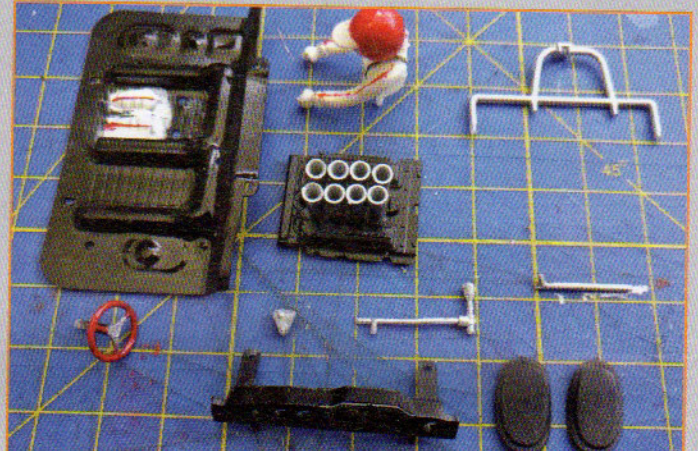
I gently lowered the running rear wheels onto my tyre truer, you can see from the results here the high spots from the tyres being removed.

# PRODUCT REVIEWS

THUNDERSLOT'S MCLAREN - ELVA KIT



Once the body paint had fully hardened it was time to place the decals on the shell. Just three period sponsor stickers per side, which I think conveys a feeling of mid 1960's sports car racing. Then the whole thing was treated to a few coats of Halfords clear lacquer.



Here's all the small parts painted, ready for final assembly. I decided to paint the headlamp lenses flat black, just like a real McLaren of this type seen at this year's Goodwood Revival.



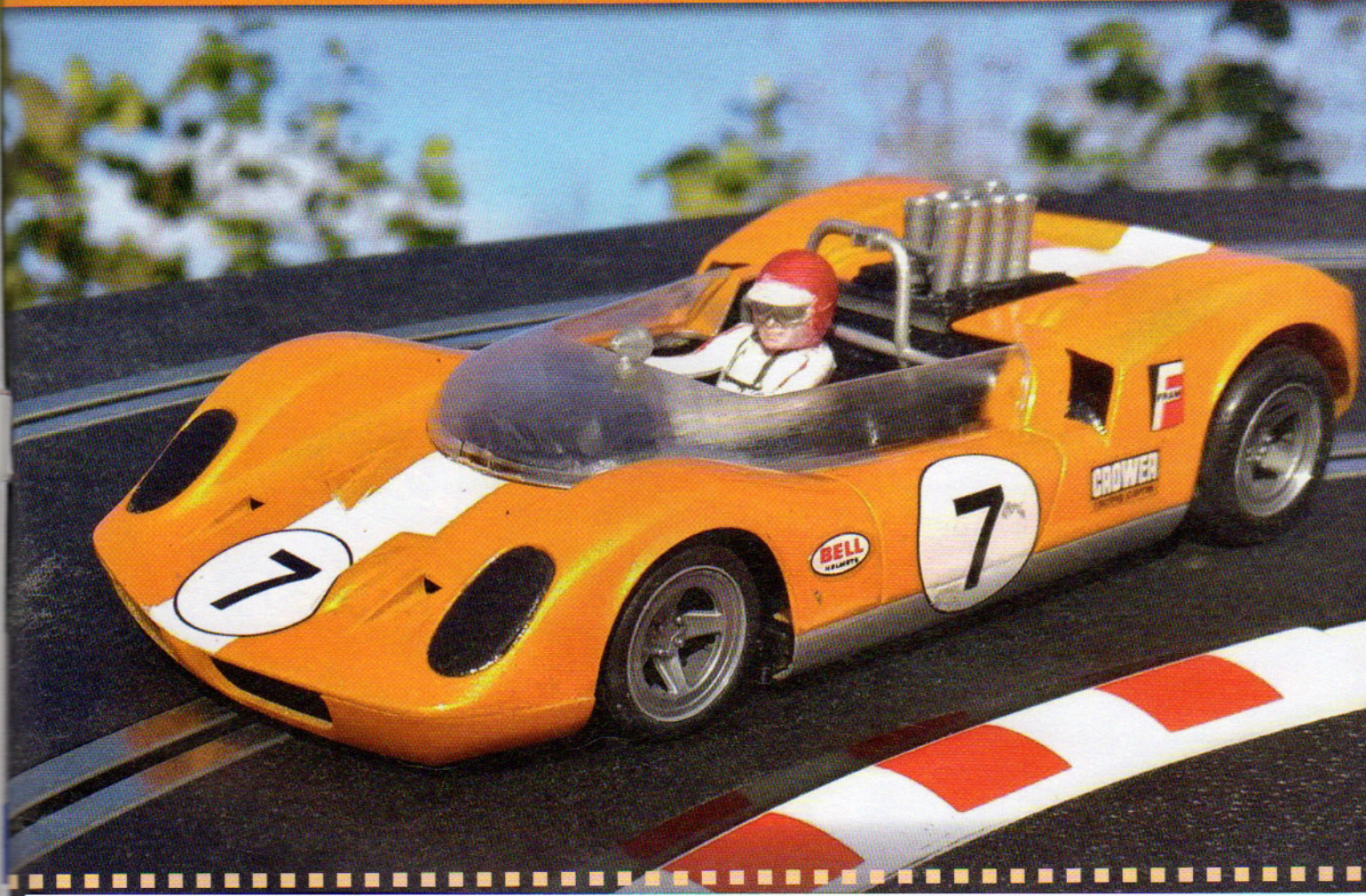
I tried my hand at the time-honoured slot car production technique of attaching the body parts with a hot soldering iron. It worked and I was pleased with the results, but don't leave the iron on the plastic for too long.



The car down the club. With lack of setup time it was a second off the fastest lap at our track. It felt tight and the makeshift body screws were not helping either, after a bit of tinkering I am sure we can get it to perform very close to the McLaren M6A.



Sebring or Willow Springs?  
- Not sure, but the model I feel captures the American racing scene of the mid 60's perfectly.



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