

SLOTFEST

HUGE REPORT ON THIS YEARS MAJOR SLOT CAR EVENT

SCALEXTRIC

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THUNDERSLOT LOLA T70GT UPDATE

IN THE LAST ISSUE WE GAVE YOU A REVIEW OF THE NEW THUNDERSLOT LOLA T70 GT. NOW WE CAN TELL YOU ABOUT SOME IMPROVEMENTS THAT HAVE BEEN MADE EVEN BEFORE IT IS RELEASED. PLUS NEWS OF THE FABULOUS LOLA T70 CANAM CAR THAT WILL FOLLOW IT!

LOLA T70 GT UPGRADES AND OPTIONS

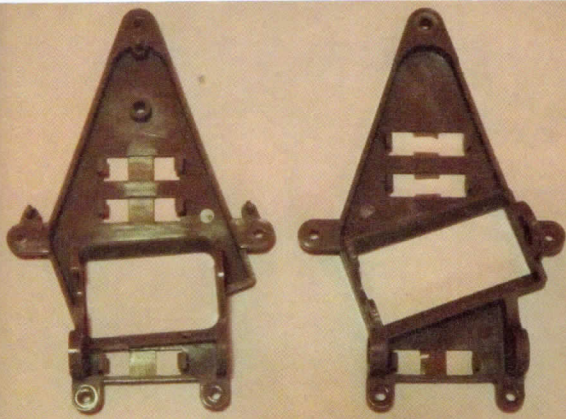
We showed you the motor pod in the car that holds a Mabuchi SP motor at a very narrow 5-degree angle (almost a sidewinder). Now Thunderslot will have another motor pod available as a separate part that will hold a Boxer-type motor in the anglewinder position. It will be available in the more rigid black colour and the more flexible grey colour. It will

Mix'n'Match as usual with other chassis parts.

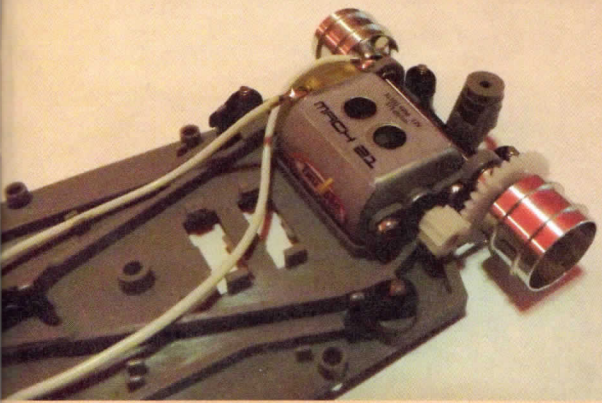
The next modification is to the slot guide. This has been shaped for maximum efficiency, lowest friction, and improved performance. For efficiency, the profile has a 30-degree slope on the leading edge, designed to keep the guide digging deeper into the slot. This angle is carried up to the wire fixings, so the motor wires now exit at an angle towards the back of

the car, and are held in place with grub screws. For the lowest friction, the guide blade is now shaped with a knife-edge leading edge which expands to be 1mm wide, and then slims down to just 0.5mm for the remaining length of the blade. For better performance, the blade is profiled with a shallower section as it narrows down, and the final 3mm are behind the guide plate. This allows a small amount of flex with

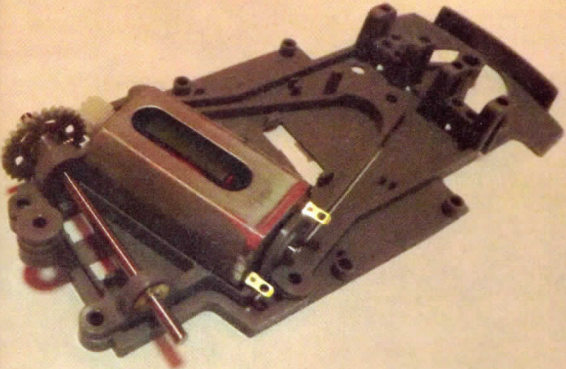




New anglewinder pod for Boxer motors on the right



Standard motor installation with SP can is almost a sidewinder



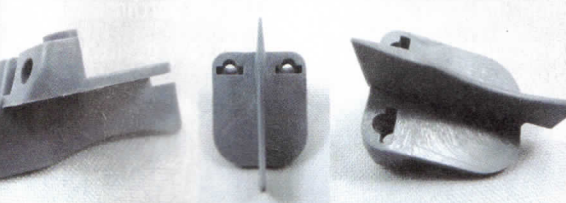
Boxer motor is angled and fits neatly in the new pod



Motor is rated at 21500rpm and drives self-lubricating nylon gears



Very lightweight wheels. Note different inserts, one has a peg for locating the knock-off spinner



Different views of the guide showing the design described in the text

sideways pressure and lets the car exit corners much more smoothly.

Other upgrades include changing the body float adjusting screws from 4/40 to a smaller 2.5mm, and redesigned pillars to allow better 'suspension' for the motor pod, using foam or rubber tabs if required. We also had a chance to see the new wheels; lightened alloy at the back and very light nylon at the front, and the new wheel inserts.

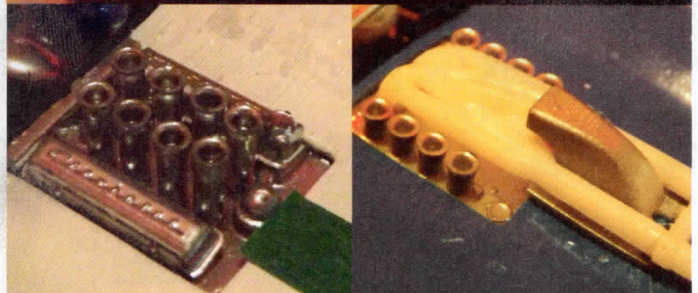
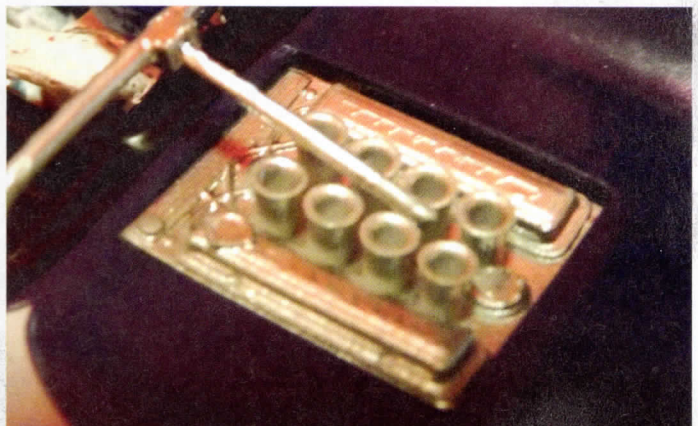
THE CANAM LOLA T70 SPYDER

Three versions have now been confirmed for the CanAm car, all with different details. One of these is the high-exhaust car, driven by Parnelli Jones and sponsored by the American Rubber & Plastics Corp in a nice shade of blue. The low-exhaust cars are the Sid Taylor entry in regular white with green striping and driven by Denny Hulme, and the dark blue with white flashes car entered as the Bardahl Special and driven by Dan Gurney. The engine and intake detail is different on each car as the pictures show.

The cars are not due to be released until next year. The pictures show very early prototypes that have been 3D printed and have basic decoration to just give an impression of the cars. There are some nice details though, for example the screen-mounted mirror on pylons on the Gurney car, and (although it doesn't show in the pictures) the different exhaust exits through the rear bodywork on the Hulme and Gurney models. ■



Prototype Dan Gurney car Prototype Denny Hulme car Prototype Parnelli Jones car



Different engine and intake detail for each Lola T70 Spyder