

# THUNDERSLOT FERRARI 350P CAN AM AND 1967 SHELBY MUSTANG GT500

Thunderslot are to add another open topped sports car to their growing collection of Can Am racers. As seems to be the norm with the Italian manufacturer, that as soon as a new car from them is launched like the new McLaren Elva they tell the world what they are doing next. The car based on the P4, was raced in the US during the 67 and 68 seasons and apart from the expensive resin version by Racer, has not been available recently as RTR slot car. Also, a first off will be the 1967 Shelby Mustang. The real car had very little competition use, with Shelby actually racing the notchback version in Trans Am, but this is still an overlooked icon which we are sure will be popular. Both due in 2020. ■



Shelby Mustang GT500



The Ferrari  
350P Can Am



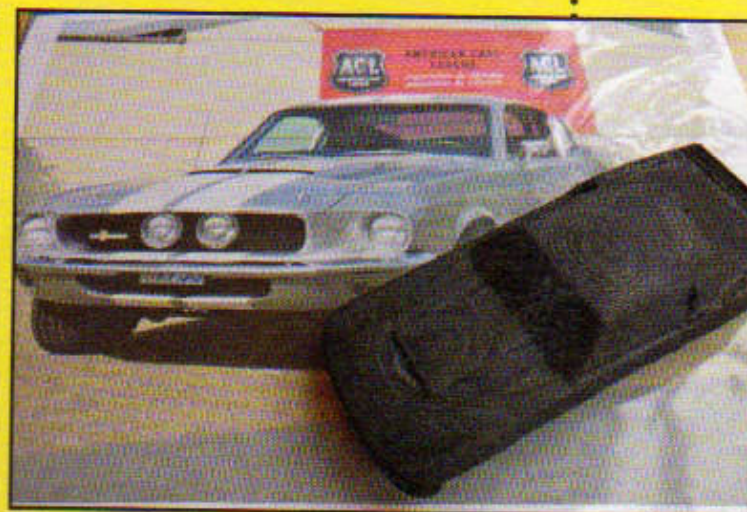
# Thunderslot

We can't hide it, but we just love this product. As racing slot cars go these are hard to beat and can back this up with the fact that our current lap record at our local track is a blistering 6.3 seconds set by Darren McHarge with a Thunderslot McLaren M6A. The new McLaren Elva's have just come out and I hope to come close to Darren with my shiny new black Elva this coming Wednesday night. What we can confirm to you is that the follow up to this car will be a Ferrari 350P Can Am, which also raced in South Africa with Team Gunston livery. The Ferrari was based on the P4 and one literally had its roof cut off and with new front and rear bodywork sent to the US to race in the Can Am series by Chris Amon. Creating cars from this series is relatively easy for Giovanni as he uses a common platform which not only keeps down costs but gives the racer a common performance index to race against similar cars. He knows I have always had a soft spot for this kind of style of race car and knew that I would also like what he had planned as a departure from Can Am cars – a Shelby Mustang.

We have spoken about such a project for a couple years now, with me perhaps wanting him to do the later 69/70 Trans Am Mustang but as he pointed out this has been covered before, as had the 65/66 Shelby GT350 by both Carrera and Revell. He was looking for a gap to fill and although Carrera have done the 67/68 Mustang fastback as have Pioneer neither were the Shelby version. So, this is now the Mustang we shall get. But what is a shaker is the new chassis he is developing for this and any possible future US pony car offerings, it looks stunning and like a plastic version of some of the successful metal chassis out there. He really didn't want me to show you the 3D printed body saying it was a long way off yet, but while its now way yet anything like the finished article, you can see that he is further than the just talking about it stage, however in fairness we won't show you the chassis he has planned for it just yet. We look forward to seeing both models sometime this year.



Nice to finally see the production Elva's no news on what livery is next as of yet.



A departure for them will be the Shelby Mustang GT500 - the cars will run a completely new and radical chassis.



# RACE REPORT

THE 2020 THUNDERSLOT CAN AM CHALLENGE



## THE 2020 THUNDERSL

### ROUND 1 LLANTRISANT SC CLUB

The 2020 Thunderslot Can Am Challenge is a race series instigated by Gaugemaster to show off the competitiveness of these wonderful classic sports race cars. There are three regional events with a grand finale to be held at the 2020 UK Slot Festival on May 16th. The second race will be at Pendleslot on March the 29th, while Nascot Wood will hold the third on the weekend of 9/10th May. To be eligible to enter the Grand Final you must have competed at one of the regional rounds. Martyn Johns reports on the first round held at the Llantrisant Slot car club on the 19th Jan.



The first major open event of the year at Llantrisant Club started with a full cooked breakfast for the intrepid racers. For those that have travelled, it has usually been an early start, locals tend to take advantage of the lay in and thus may find themselves a little delicate. A breakfast of champions is the solution. Free practice went on for an hour, letting everyone become familiar with the track as they did a shakedown of their cars. Keith hadn't slotted for a while, whilst Ben hadn't raced for quite some time (18 months perhaps?).

Steve and Craig then scrutineered all the cars, which also involved each driver blind-picking their handout tyres, fitting them and refitting the car body in front of the scrutineers. The cars were then placed in parc ferme - PF rules were "tyres may be taped with the provided tape but not treated or cleaned any other way, and braids may be cleaned with the provided IPA solution and cleaning cloth". Each driver then had 3 minutes on track to scrub their tyres in - one driver subsequently was allowed to adjust (under strict supervision) a binding rear wheel.

All friends now, but the gloves do come off once racing starts, as it does even at club nights all over the country. For some, Slot Racing is their world.





# IT CAN AM CHALLENGE

So off to the heats. Everyone was very complimentary about how well the unglued handout rear tyres were behaving, and that there were hardly any marbles on the tyres when taped after a heat. The cars ran very well on this five-year-old Ninco track - it's quite tight and technical, so lots of breaking, accelerating and mid-throttle type corners. These Thunderslots are an absolute dream to run on it, the only slight criticism the racers or more particularly the Marshals had,



Breakfast of Champions? But come on SI there is racing to be done!

was the fact they are little buggers to re-slot on Ninco track. That aside, the heats were fast and furious with everyone having good scraps throughout their four heats. At the end of the heats, we went to step up finals. E final had a full complement of four, with two stepping up into the D final, and so on. There were some heroic scraps to get a leg up, but no major upsets with the two fastest lanes (i.e. the ones step-uppers didn't get to choose) went up every time.

The A final was a very tense affair, with Craig taking the holeshot in Red. Phil was just a tenth back in Yellow and poised to pounce. On lap 5, the hard-charging Craig had an off and Phil pounced. Two laps later and Craig had another off, this time, Steve in Green got through to second place. Seb was going well but catching these three whilst in Blue was a big ask. Craig and Steve traded P2 a few more times, until Craig managed to Steve the slip on lap 18 when Steve hit the barrier. The last 12 laps had no place changes as the guys all circulated at breakneck speed. The flag came down with Phil winning, Craig in second, Steve third and Seb fourth. Congratulations to all the



Control "Handout" tyres were supplied by Thunderslot as they will be at the next two events. Strict Parc Ferme rules were in place after the tyres were scrubbed in.



The podium plaques were sent over from Italy by Thunderslot, while the Limited-Edition Le Mans Lola T70 was kindly supplied by Gaugemaster.



These pit boxes are typical of entrants to this type of event, if you ever fancied a go at racing in the big time then you are going to need something similar.



# RACE REPORT

THE 2020 THUNDERSLOT CAN AM CHALLENGE



The racing went on all day culminating with a fantastic final, however all entrants qualify for the Grand Final being held at the UK Slot Festival at Gaydon in May.

finalists, they really did take it up a level in that last final. Particularly well done to Seb, coming just off the podium against these three is no mean feat in itself - he was there and ready should anyone slip up.

All the racers agreed that these really are exciting cars to drive and have the edge over

any other out of the box Classics. Particularly impressive considering we just slapped a pair of hand out tyres on them and they went just as well as they do when we put glued and trued tyres on them. A big thanks to Thunderslot and Gaugemaster for putting on these qualifying rounds, providing us with

the handouts, prizes and trophies and also inviting our club to host a round. We are looking forward to the big day at Gaydon when the final round will take place at the UK Slot Festival with some excitement. See you all there. – Martyn. ■



Third Place went to Steve Jones



While Mr Jones Jr, Craig came in second



And yes! - Phil Field took top honours

The top three cars were two McLaren M6A's and a Lola T70 Spyder - all sublime race cars from Thunderslot.



## RESULTS

Llantrisant SCC Thunderslot CanAm Qualifier 19th Jan 2020															
Pos	Driver	Score	Lane 1	Lane 2	Lane 3	Lane 4	Gap L	Gap P	Best	Ave	Med				
1	Phil F	972.619	253.9	8.139	241.18	7.902	242.28	7.846	235.26	7.657	--	--	7.657	8.105	8.008
2	Craig	973.113	249.64	8.03	247.22	7.850	239.79	7.701	236.47	7.651	0.494	0.494	7.651	8.109	8
3	Steve	989.806	258.83	8.121	248.65	7.859	245.76	7.636	238.52	7.765	17.187	16.693	7.636	8.248	8.03
4	Seb	1022.99	269.5	8.477	256.74	8.244	245.6	7.891	247.16	7.846	50.374	33.187	7.846	8.525	8.393
5	Martyn	1032	274.23	8.543	259.29	8.229	250.81	8.019	247.67	7.916	59.383	9.009	7.916	8.6	8.369
6	Keith	1035.15	256.6	8.182	255.04	8.204	267.16	8.004	256.37	7.839	62.533	3.149	7.839	8.626	8.292
7	Ben	1045.20	267.16	8.558	265.32	8.367	263.99	8.111	248.79	7.95	72.657	10.124	7.95	8.711	8.515
8	Alan	1055.75	271.82	8.374	257.96	8.317	270.82	8.185	255.15	8.03	83.133	10.476	8.03	8.798	8.522
9	Leon	1061.8	261.4	8.291	253.49	8.008	298.94	8.19	247.96	7.998	89.177	6.045	7.998	8.842	8.693
10	Russ	1067.96	276.16	8.313	266.27	8.311	267.16	8.37	256.37	7.881	95.342	6.165	7.881	8.899	8.711
11	Matt	1069.89	272.42	8.358	267.93	8.334	268	8.119	261.22	7.95	97.274	1.932	7.95	8.9158	8.742
12	Josh	1071.2	273.82	8.516	264.49	8.412	271.28	8.686	268.51	8.13	98.581	10.476	8.13	9.9267	8.755

A Final											
Pos	Driver	Score	Lane 1	Lane 2	Lane 3	Lane 4	Gap L	Gap P	Best	Ave	Med
1	Phil F	236.239	0	0	0	236.24	--	--	7.709	7.875	7.83
2	Craig	244.079	0	0	244.08	0	7.84	7.84	7.603	8.136	7.812
3	Steve	258.53	0	258.53	0	0	22.292	14.451	8.079	8.618	8.318
4	Seb	270.841	270.84	0	0	0	34.602	12.31	8.6	9.028	8.847