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**SCALEXTRIC**

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- NUREMBERG 2016 REPORT
- CHOOSE A CONTROLLER



# CORRODED CLASSIC

DO YOUR  
CARS LOOK  
THEIR AGE?

**EXCLUSIVE THUNDERSLOT  
LOLA T70GT**

WE TRACK-TEST A PROTOTYPE LOLA T70 GT



■ TECHNIQUE ■ NEW PRODUCTS ■ CLUB REPORTS ■ LATEST NEWS





# CONTENTS

Issue No. 18 May/June 2016



## REGULARS

### NEWS

What is happening in the SLOT magazine world. News, announcements, and interesting slot gossip.

### PITLANE NEW PRODUCTS

See the new cars that are in the shops since the last issue of SLOT magazine. We look at brand new models coming your way.

### PAST FORWARD

Did you know that American model company Revell produced slot cars in England? Richard Hills looks back at the car kits, sets, and a couple of models made specially for the UK.

### SLOT CALENDAR

If you want to race or have a look around a Swapmeet, there is probably an event you won't want to miss. Send your event details if you want to be included.

### CLUB FOCUS

Timaru – is it in New Zealand or England? Read why this club really does 'tower' over others with its fast BSCRA-style wooden track.

### SLOT DIRECTORY

Find the retailers and specialist services you need for all your slot racing shopping.

## 66 FINISH LINE

Richard takes a close look at drivers and finds some are only half the man they should be. Is he being nosy or is it just a weird interpretation?

## FEATURES

### 16 NUREMBERG TOYFAIR

The big event every year where manufacturers announce their catalogues. See what we found – and find out about what wasn't there!

### 22 SCALEXTRIC UPDATE

We take a closer look at some recent Scalextric improvements to see if performance will be improved. There are exclusive views of some new cars you can look forward to this year as well.

### 33 AFX – HO SCALE IS GETTING BIGGER

Not really, it is staying at 1:64 scale, but AFX are making huge improvements and introducing innovative new technology.

### 38 BETTA & CLASSIC

Not many companies can claim 60 years of continuous supply of parts to the slot car builder. Now numbering in the thousands, the huge range of fibreglass and lexan bodyshells can be seen on slot tracks all over the world.

## REVIEWS

### 10 THUNDERSLOT LOLA T70 GT

A new manufacturer with a high pedigree of racing experience and car building is always welcome. We test the prototype Lola T70 GT and find it is quick – very quick! It has some unique setup features not seen on other cars. Oh, yes, almost forgot to mention it has handling to match the speed. Wow...

### 46 HEAD TO HEAD CONTROLLERS

Just for a change we decided to look at some controllers. An upgrade away from the items found in sets, we examine stronger, more reliable, and more suitable controllers for anyone wanting an easy route to complete control over your car.



## CONTACT

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## WORKSHOPS

### 42 BIG BIRD BRM

There aren't many events for 1:24 scale historic Grand Prix cars, but Richard Hills decided he wanted to try it anyway. Getting the right bits is one thing, putting it together is something else. How did he do it?

### 52 RUSTY CARS

Pete Simpson gets the junkyard feeling with his weathering and rusting masterclass. If you want a change from pristine showroom models just take a look at how they can look – you have probably seen real cars like these.

### 58 BRIDGE BUILDING

A hump-back bridge for home. Chris Jelfs shows how to shape and support a simple flyover bridge that you can build for any size track. You can download the plans from the SLOT magazine website.



# NEW PRODUCT REVIEW

WE LOOK AT THE LATEST NEW CARS

# THUNDERSLOT LOLA T70

FIRST CAR FROM A NEW MANUFACTURER





# GT

It's not often a new manufacturer comes into slot car racing. It is even more unusual to review a prototype car before it is in the shops. We can proudly say that SLOT magazine is able to test a car you can't buy yet, although the first models will be available in April.

Thunderslot is the new company formed by Italian racer and car builder Giovanni Montiglio, 'Joe' to the slot racing world. With many years experience racing around the world, including the UK when he was based in England several years ago, Joe knows every aspect of slot car building. He was the partner to Salvatore Noviello when they formed NSR, the brand which immediately rose to the top of 'fastest-out-of-the-box'

slot cars. Now with a new brand and total control over development, Joe is releasing his first new car with several innovations not seen before. Is it fast? You bet it is!

## WHY THE LOLA T70GT?

First question is about the choice of car. The Lola T70GT is regularly released by Fly, but it is a different car. Thunderslot have selected the early model with single headlamps, not just because this hasn't been produced before but also to make their second release a lot easier. More on this later. When it arrives in the shops there will be two versions, the iconic red with white arrow car driven by John Surtees at the BOAC 500 at Brands hatch in 1967, and the yellow car with red

and white stripes driven by Jo Bonnier at the same race a year later. Other models are likely to follow.

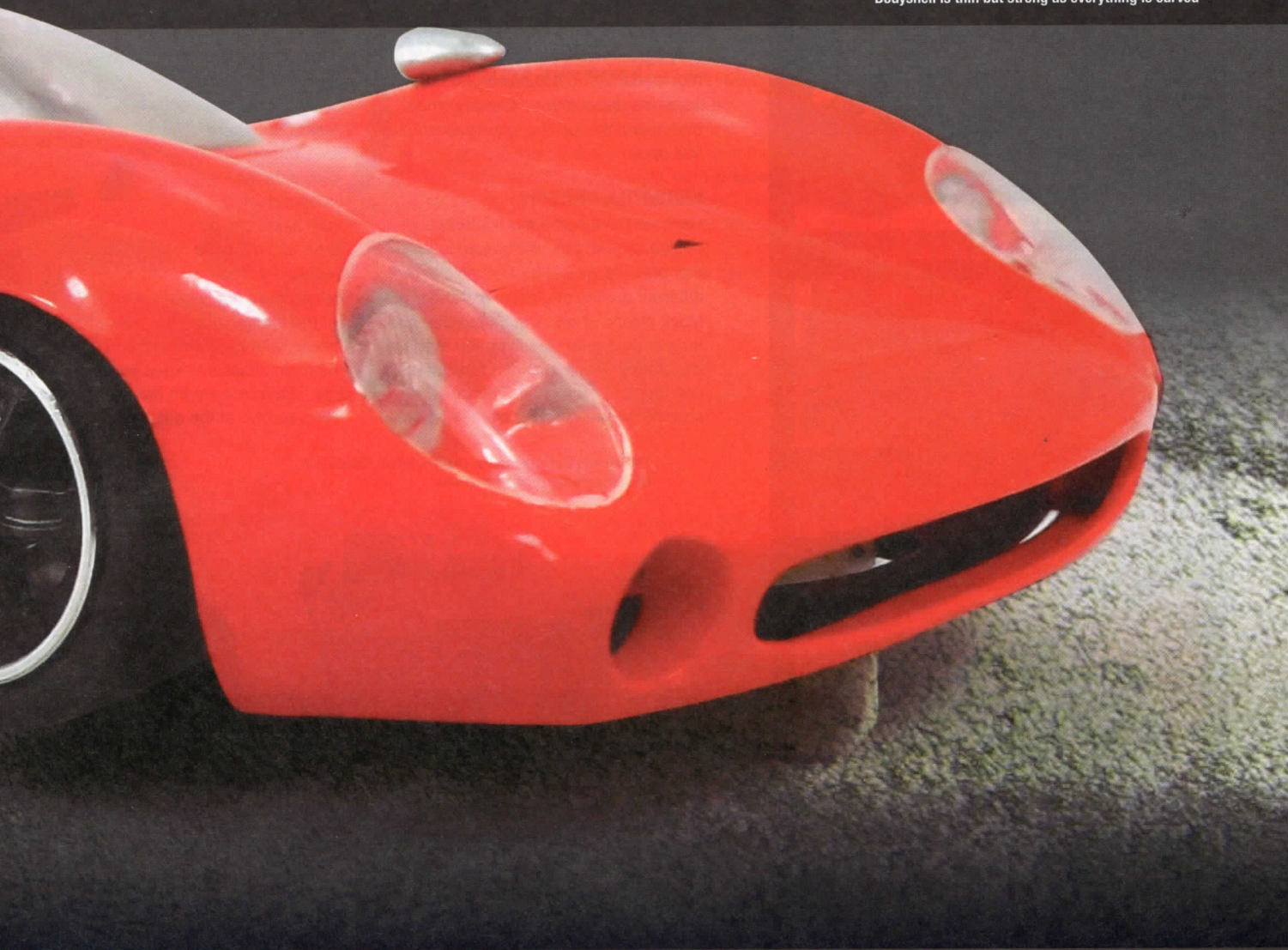
## LIGHTWEIGHT BODYSHELL

The car has one of the lightest injection-moulded bodysells we have come across. This is done by keeping the thickness down to a minimum; it is only 0.8mm thick at the maximum, but retains plenty of strength due to all the lovely curves on the design. The mould is actually in nine parts to allow the very complex shape to be released, an engineering masterpiece in itself.

The headlamps and lenses are separate parts, as are the mirrors and lots of detail at the back. The engine has super-detailed cam covers where you can read the



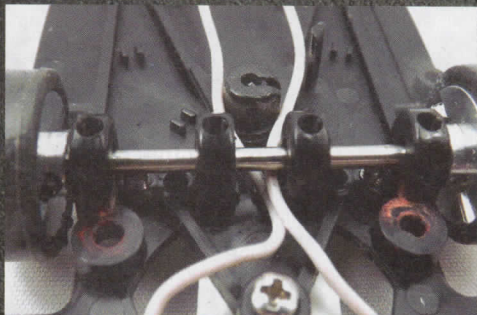
Bodyshell is thin but strong as everything is curved



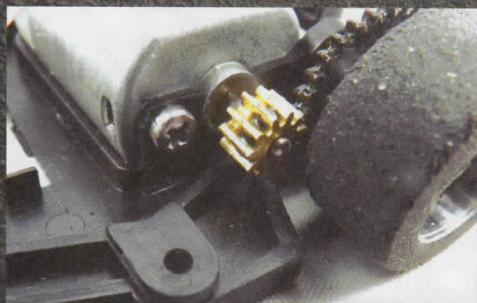


# NEW PRODUCT REVIEW

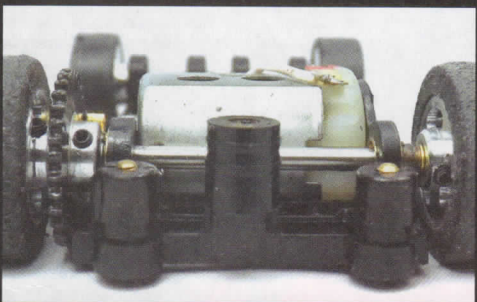
WE LOOK AT THE LATEST NEW CARS



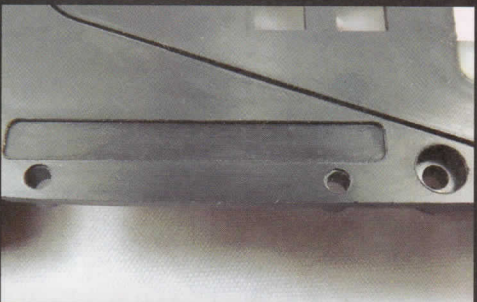
You could fit independent front axles, so plenty of adjustment screws are available



Side fixing for the motor pod will also locate suspension if fitted



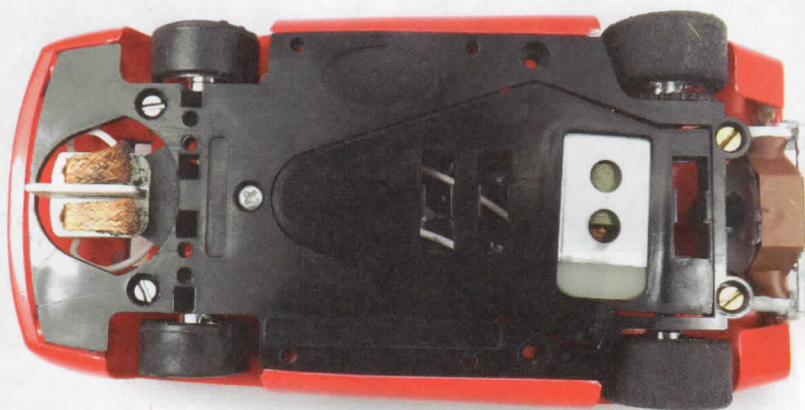
Rear motor pod fixings. Centre pillar is for the body mount



Holes for the 4/40 adjustment grubs along the chassis sides



Tabs moulded to the bodyshell side for height adjustment



Pre-production with no identifying marks. Note very narrow motor angle

< Chevrolet logos, and the eight intake trumpets are all separate pieces. At the back a tailpiece supports the spare wheel sitting in its holder, and some nice exhaust pipes. The complete bodyshell weighs just 17grammes including paint and interior.

The interior is a vacuum-formed part to keep the weight down, weighing only 2grammes instead of the five of a moulded interior. It is finished off with a separate upper driver, steering wheel, and gear linkage. The side windows are half open.

## VERSATILE CHASSIS

Here we have some more interesting design by Joe. First we should tell you that the chassis will be available in two different grades of plastic; a standard black plastic which is quite flexible, and a more rigid grey plastic option available separately. The two parts of the chassis can be mix 'n' matched. The main chassis weighs only 5grammes before

building it up.

Starting with the main chassis, the guide post is centred 14mm ahead of the front axle line, so it actually leads the car around bends which is very good for cornering. Just behind two chassis fixing screws, the front axle has adjustment grub screws above and below for precise setting up. There are two sets on each side, as independent front axles can be fitted and adjusted separately. Then comes the front fixing for the triangular motor mount, with neat wire clips on the main chassis to keep everything tidy. The motor mount has a further two fixing screws at the outer edges of the

The car sits just right on the chassis. Wheel inserts will be correct when production starts



**“The interior is a vacuum-formed part to keep the weight down, weighing only 2grammes instead of the five of a moulded interior.”**





chassis further back, and a final two more behind the back axle. The remaining central fixing screw at the very back of the chassis is for body mounting.

Did we miss some holes? Yes, the ones along the outer edges of the chassis, two on each side. They are a new feature, in production for the first time by Thunderslot. The holes are made to accept 4/40 grub screws which align with tabs moulded into the bodyshell. Adjusting these will set the ride height of the bodyshell over the chassis and adjust the amount of movement available. Very useful if you are running on a bumpy track and need to keep the bodyshell away from the wheels.

### MOTOR MOUNT

Triangular in shape, with five fixing screws. You don't have to use them all; the test prototype in this article only has a fixing screw at the front and the two rear posts, leaving the

centre ones out allows a bit more flex in the chassis. They are there for a purpose though, and the little pins protruding next to them give a clue. If you want to fit a suspension kit, the two rear pillars take extended screws and springs, and the side fixings will be damped by small rubber tabs located on the pins by the screw holes. This will allow some movement that can be controlled by slackening off the screws until you have the setup you want.

The motor mount also has two clips for magnets ahead of the motor. This is the Mabuchi S-Can

The single headlamps and wide 'mouth' make this an early car

type with the pinion at the can end, keeping the weight central in the chassis. At first glance it looks like a sidewinder, but it is in fact an anglewinder with a very narrow angle of just 2.5 degrees. The brass 11T pinion drives an alloy 32T spur gear of 17mm diameter, on a 49mm axle running in very special bearings. These are aircraft grade self-lubricating bronze bearings, finely machined with an inside taper, some of the more expensive parts of the car.

### WHEELS AND TYRES

The final wheels and tyres were not available before performance testing began, so our prototype does not have the light alloy rear hubs and plastic front wheels that the car will be supplied with. Proper Lola wheel inserts will be fitted; the ones on this test prototype are not the finished product. You can run tyres as small as 18mm diameter at the

back before the completely flat chassis runs out of ground clearance (the 17mm gear is flush with the bottom of the chassis), and with the amount of adjustment at the front anything from zero-grip bands to scale size tyres will fit.

### HOW DOES IT GO?

We took it along to a local club to try it out. This track is 130ft long Ninco, and cars usually run without magnets. No running in was required as the car had already

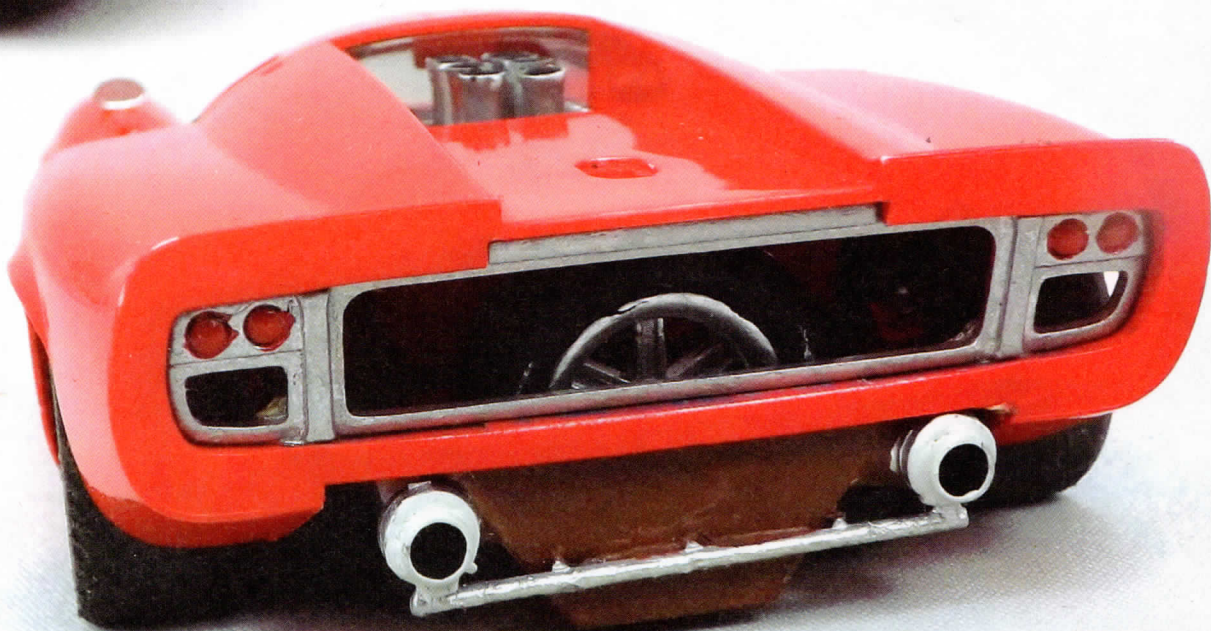
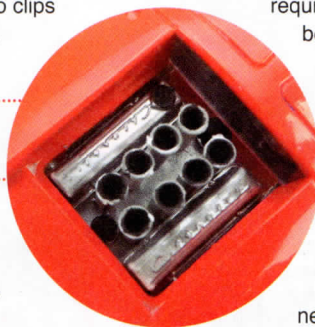
been run extensively in Italy as a test hack, and was already set up for this type of track.

We thought we'd just amble around gently to get the feel of it at first – no chance, it took off like a rocket and refused to leave the slot as it surprised us how fast it got into the first corner! And the

next one – and the one after that as well. Very impressive as everyone stopped to see what it was that was going so quickly. Letting others have a try to get some different feedback, comments ranged between "Oh, that's a bit lively", "Have we got a class we can run it in?", "Has it got a magnet in it?", and many similar comments as different drivers had a run around with it.

When the Thunderslot Lola T70GT arrives in the shops in April it will have a motor rated at 21500rpm at 12v. We don't know for sure about the test motor as it has no markings on it and a normal white endbell that looks like the motor in their brochure, but if that is the motor fitted in the test car then Thunderslot has nothing to worry about as it is very quick.

Obviously the speed and cornering was impressive. To us it felt very similar to the



The single headlamps and wide 'mouth' make this an early car

Spare wheel in its holder between the exhausts. This is a pre-production test car, finished models will be neater



# NEW PRODUCT REVIEW

WE LOOK AT THE LATEST NEW CARS



A nice view of the first releases

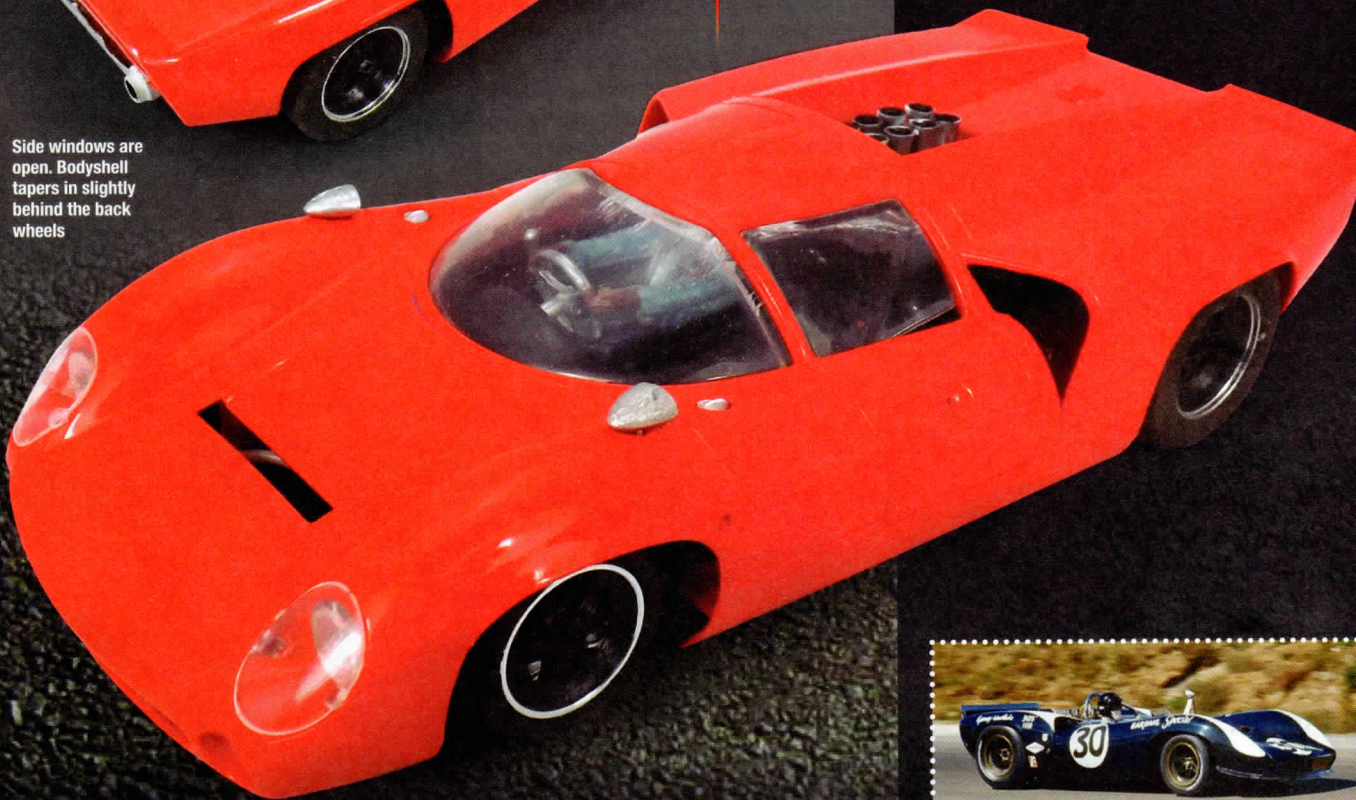


The Thunderslot leaflet lists all the spare parts



It will look great when fully decorated

Side windows are open. Bodyshell tapers in slightly behind the back wheels



The Lola T70 Spyder of Dan Gurney

McLaren F1GT that we tested recently, and we would say they are very equally matched. Not surprising, as Ernie Masetti of MR Slotcar is also a very experienced car racer and builder with as many years slot racing as Joe. These guys certainly know their stuff!

## PLANNING AHEAD

The second car is already heading towards production for Thunderslot. It is just a body change, the chassis and parts will remain the same while a few more cars reach the shops to recover some of the costs of setting up a new company. The obvious car to do this with is the original Lola T70 Spyder that had such a huge career in Can-Am. There will be two versions, the original model with the high exhausts over the rear deck, and the updated car with the exhausts exiting through the back panel. We really like the look of the first type, being fans of the Lotus 40 for many years, and the high exhaust car is certainly the more rarified version. One car that has definitely been decided already for the Can-Am Lola T70 is the famous # 30 of Dan Gurney in his favourite dark blue with white flashes. The second will be the Sid Taylor car in the well known white with green stripes. There are lots more options for both the GT and the Can-Am cars so we can look forward to plenty of Thunderslot cars in the future, even before the next model is decided. ■