

TRANS-AM TRACK TEST THUNDERSLOT

1967 MUSTANG GT350

Track Test by Albin Burroughs

Thunderslot has offered a series of rapid 1/32 scale Can-Am cars, but this 1967 Mustang GT350 is their first model in a sedan class racer. We compared the Thunderslot Mustang to the 1/32 scale Trans-Am cars because most model car racers will run it against them (although only the notchback Mustangs were legal).



The road racing history of the 1967-69 Mustangs was dominated by cars that raced in the Trans-Am series ---but the rules limited the Mustangs to cars with four seats and the fastbacks were “listed” as having just two. The 1967 Mustang fastbacks achieved most of their fame from the cars that Shelby produced and marketed as the GT350R. The 1967 notchback Mustangs were the cars that were prepared to match the SCCA rules. Most of the fastbacks that were developed for racers were destined for the quarter mile.

The Mustang body was all new for 1967, with more rounded and beefier looks than the original cars. Shelby produced their own series of 1967 and later Mustangs with more visible modifications than the earlier cars. The Shelby versions

had extended front and rear facias and an extended fiberglass hood. The GT350 had two 7-inch driving lights, on some cars they were located at each end of the grille, and on others with the lights positioned close together near the center of the grill. These GT350s had functional brake scoops just ahead of the car's rear-wheel wells. The rear quarter windows were replaced with air scoops. The tail was also modified with a fiberglass trunk lid with a raised spoiler lip. The tail lights are from the 1967 Cougar without the chrome trim. The GT350's engine was its showpiece, a High Performance 289 cubic-inch V8 with a High-Rise intake manifold and a Holley 715cfm 4-barrel carburetor produced 306 horsepower, enough for an under-6-second 0-60 time and a 140 mph top speed. The GT350 was available with an optional Paxton supercharger.

THE PERFORMANCE REPORT

The car is not supplied with a downforce magnet but there is a slot in front of the motor and another behind the rear axle to accept a Slot.it SICN06 magnet. With a downforce magnet in the front notch the unusually flexible chassis sags down so the chassis below the magnet drags on the track. We tried one number SICN06 Slot.it magnet in the rear slot for this tests. The Thunderslot Mustang GT350 is slower than the Scalextric Plymouth Trans-Am 'Cuda. The Thunderslot model is almost an ounce lighter than the Scalextric model so it should be quicker but the Thunderslot tires may offer a little more grip than the Scalextric tires. We will test it again with no downforce magnet and the rear tires replaced with number 1900 Super Tires silicones to see how the two compare when both have the same tires and no downforce magnets and report the results in the next issue. The larger Thunderslot Mustang is quicker than the smaller Thunderslot 1964 McLaren-Elva M1A. The Scalextric Plymouth Trans-Am 'Cuda was Race Track Tested "Magnet-Free" in the March/April 2022 number 122 issue and the Thunderslot 1964 McLaren-Elva M1A was tested "Magnet-Free" in the July/August 2020 number 112 issue.

MODEL CAR RACING TRACK TEST "Out-of-the-Box"

(with stock rear tires and one Slot.it SICN06 magnet)

56-foot Carrera Paramount Ranch Course:

Thunderslot 1967 Mustang GT350

(with stock rear tires and one Slot.it SICN06 magnet)

6.07 sec.

Scalextric Plymouth Trans-Am 'Cuda

5.73 sec.

Thunderslot 1964 McLaren-Elva M1A

(with Slot.it magnets, silicone tires)

6.88 sec.

The Thunderslot Mustang GT350 has all of the spotting features of the full-size car. It is available in four "Ford/Shelby" colors: Dark Moss Green, White Wimbledon, Silver Frost or Blue Acapulco. The wheels are fine reproductions of stock GT350 Kelsey Hayes Mag Star Wheels 15x7s. There's a full interior with driver complete down to his knees. The driver is nicely-detailed with his right gloved hand on the shift lever and the left on the steering wheel. The simple braced rollbar that was standard on the Shelby GT30 cars is inside. The body captures the shape of the full-size GT350 nicely and it is correct 1/32 scale. The model sits about 6 scale inches lower than prototype car so the tires are tucked under wheel cutouts for that "low rider" look. The rear tires are the correct diameter for a 1/32 scale model of a 1967 GT350 with Goodyear markings but the front tires are a "dragster" size that is about 10-percent too small. You can shift the rear tires to the front and replace the rear tires with number 1900 Super tires or a similar size and brand. The body can be raised to the correct height by inserting a 3/32-inch washers between the chassis and body-mounting pads. We cut the washers from 1/8-inch fuel line.

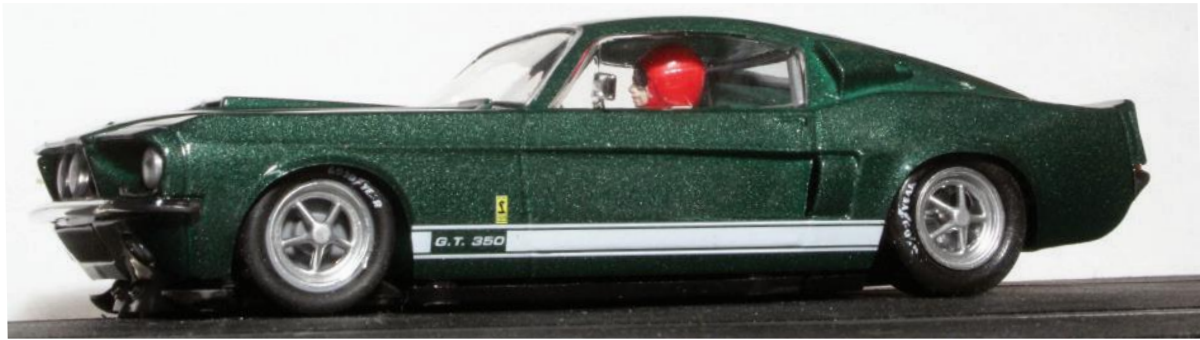
The model has the same sidewinder S-Can motor (rated at 21,500 rpm) and gearing as their previous Can-Am McLaren M1A and Lola T70. The Mustang, however, has a completely new chassis. The motor is mounted with two Allen screws on a pod that is separate from the body-mounting area. The "pod" forms most of the chassis, extending forward to include the pickup. Cox did this with their "Iso-Fulcrum" chassis back in the sixties. The Thunderslot motor/pickup pod has two extensions at the extreme front corners that are designed to accept sliding pads (that are not included) to limit the amount of roll through the corners so the pickup can not be pulled from the slot quite as easily. The pads are not included. Slot.it has a similar sliding-pad "Sliders" system on the front corners of the main chassis on



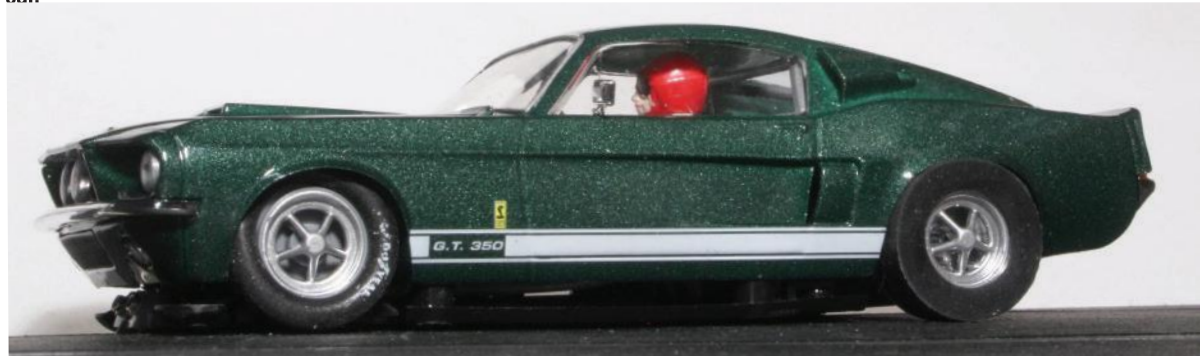
The front corners of the "pod" extend to the extreme front corners of the body---they are designed to serve as "skates" to limit the amount the model can roll or tilt in a corner.



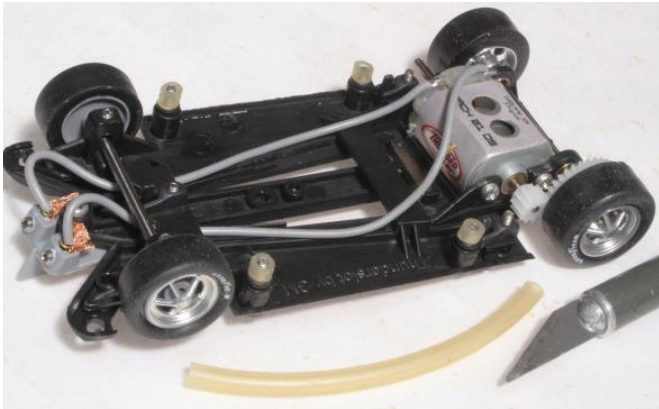
The S-Can motor is mounted as a sidewinder on the triangular pod that forms most of the chassis, extending forward to include the pickup.



Out-of-the-box the Mustang looks like a typical drag racer with the nose titled down over the small front tires and the rear tucked in to lower the entire car.



We moved the stock rear tires to the front and fitted number 1900 Super Tires the rear wheels so the model looks more like a road racing Mustang.



We raised the body to the correct height by inserting a 3/32-inch washer between the chassis and each of the four body-mounting pads. The clear spacer washers are cut from 1/8-inch fuel line.

their latest DTM/ITC cars like the 1990 Skyline GT-R in the March/April 2021 number 116 issue. The motor/pickup pod mounts with two screws and rear and one at front. The front axle bearings have holes on the top and bottom with Allen screws to allow up and down adjustment for the front axle to determine how deep the guide flag rides in the slot. The spur gear and rear wheels are attached with set-screws and the front wheels are press-on plastic. The pinion gear and spur gear are plastic. The braid is attached to the pickup with two screws--a nice touch. The body mounts to the separate "chassis" with four screws. All of the mounting screws have torx-style heads. There are rubber O-rings around each of four body-mounting screws to help isolate chassis vibrations from the body. There are two slots for Slot.it-size downforce magnets but a magnet in the forward notch pulls the unusually flexible chassis down

onto the track rails so the car can barely move. We tested the car with one number SICN06 Slot.it magnet in the rear slot. We retained the stock rear tires for the "Out-of-the-Box" test. If you want to race the Mustang without a downforce magnets you can regain some of the lost traction by replacing the rear tires with number 1900 Super Tires. We'll test the car again with the downforce magnet removed and with the silicone rear tires and report results in the next issue.

SPEC SHEET: Thunderslot 1967 Mustang

The Prototype (the real car):	The size the model should be in 1/32 scale:	The dimensions of the Thunderslot model:
Length: 186.6 in.	5.83 in. (148.1 mm)	5.73 in. (145.4 mm)
Width: 70.9 in.	2.22 in. (47.0 mm)	2.46 in. (62.5 mm)
Height: 51.6 in.	1.61 in. (40.8 mm)	1.46 in. (37.0 mm)
Track, Front: 50.0 in.	1.56 in. (39.6 mm)	1.89 in. (47.9 mm)
Track, Rear: 49.0 in.	1.53 in. (38.9 mm)	1.96 in. (49.8 mm)
Tires, Front: E70/15	6.6 x 21.2 mm	6.97 x 18.9 mm
Tires, Rear: E70/15	6.6 x 21.2 mm	6.97 x 20.5 mm
Weight: 1,828 lbs.		70 grams (2 1/2 oz.)
Weight on Front Tires:		28 grams (71 oz.)
Weight on Rear Tires:		42 grams (1 1/2 oz.)
Magnetic Downforce on Carrera:		85 grams (2 7/8 oz.)
Magnetic Downforce on Scalextric:		132 grams (3 7/8 oz.)
Ground Clearance on Carrera:		0.3 mm (.015 in.)
Ground Clearance on Scalextric:		0.2 mm (.010 in.)
Pickup Lead (pivot to rear axle):		99.1 mm (3.91 in.)
Gear Ratio:		2.92:1 (11/32)
Source: www.conceptcarz.com/		