

A STORM OF THUNDER

The no.28 car is chassis M6B-50-07, as driven by Dick Brown to fifth place at Bridgehampton in 1968, his best Can-Am result. Dick Brown campaigned the car in this form in 1968 and 1969, finishing 14th overall in the standings in both years. For the 1970 season, he gave the car much more angular bodywork of his own design, but I'm sad to report that this car crashed in practice for the first round at Mosport and Brown lost his life.

The no.17 example is chassis M6B-50-09, as driven by Jerry Titus to an excellent third place at Las Vegas in 1968, again a best result for that car. Having qualified in the midfield, Titus benefited from an almighty kerfuffle in the first corner, which saw cars from the front half of the pack spinning off into the desert in all sorts of directions. Titus successfully negotiated the obstacles and emerged in fifth place, which became third after more drama and retirements. That really was the high point of this car's career, because it was wrecked shortly afterwards by mechanic Doane Spencer, who was driving it during the filming of a commercial!

Their individual fates notwithstanding, both cars are interesting examples of the McLaren customer cars that were campaigned in the late '60s. Expect the slot versions to feature the tried-and-tested chassis with 21,500rpm side(ish)winder and no magnet. Also expect them to be extremely fast.

Hot on the heels of the new cars we looked at in the last issue, Thunderslot has announced two new liveries for the McLaren M6B.

by Ric Woods

