

FOR THE RACER IN YOU

# SLOT CAR

ISSUE 81

M A G A Z I N E

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## God Of Thunder!

Test driving the latest Can-Am 350  
from Thunderslot - and they're quick

## Stop Clowning Around

Gary Cannell dons his big shoes to enter the  
George Turner Edwardian races

## 1/24 Scale Formula 1

Limited Jordan and Williams built by Michael  
Niemas available from Electric Dreams

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With a nip and tuck, Pendle Slot are  
upgrading their Penelope Pitlane kits

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Old Petrol Station  
building kit by Magnetic Racing!



**WIN!!! TOYOTA LMP1  
CHRONO SERIES "MICHELIN" from SRC**



# 350: GOD OF THUNDER



**Here it is: the Thunderslot 350 Can-Am. And that's what we're going to call it. We carried some history of the real thing in the May issue, so we'll concentrate on the model here. We'll definitely concentrate on calling it the 350 Can-Am, for the usual reasons that you'll be aware of if you're a frequent visitor to these pages. Two cars, two different environments. Marc goes first...**

**S**o... basically all the Thunderslot classic sports and Can-Am cars are all the same... aren't they?

Well, technically, yes. They all have the same chassis, motor, gears and wheels under the hood (so to speak). So, what makes one model differ from the other? Obviously body weight/height will certainly give one car a very slight advantage over another. Well, in theory it should anyway.

I have quite a few cars from the range, at least one example of each model they've produced, plus a few white kits. And... like all plastic-made 1/32 scale slot cars, there's no rhyme or reason why one should be better, just like every other manufacturer's cars (even if you get exactly the same car).

Yet this red beauty was fast straight out of the box. In fact, both of our test models were. All we needed to do was adjust the body rock slightly and our cars were lapping as fast as the other standard Thunderslot cars we already owned.

Now, just by fortune, we had a classic race meeting at my local club the same week as the cars arrived and also

fortunately, I had a spare set of grey Supergrip Racing Rear Tyres (Ref: TYR006RS). All that was needed was to glue these to the rear rims, run the motor in a bit, maybe add some weight behind the guide and I'd be ready for action.

On the large club track, the story was the same - it was faster than all

my other Thunderslot cars. At first I thought it's because it's a red Can-Am 350 and looks the business, but a quick check of the lap times confirmed I was in luck. Add the fact that the tyres had given me fantastic handling and I was all set for a very competitive night.



No.23 Can-Am Riverside 1967  
Driver: C.Amon  
Ref: CA00601

However, fate has a nasty way of punching you right in the kisser, just when you don't need it.

Firstly, a tangle with a back-marker put my lovely new model on the floor and then a marshal's hand caught the rear of my model and I winced as it slid along upside down for about a metre.

Two heats ruined but I finished sixth, out of sixteen, so not too bad. More importantly, the car was nice and steady to drive, which in turn gives you confidence.

Mind you, the rear view mirror might not last long - it looks very vulnerable. However, somehow it survived the beating it was given that night.

One thing I will have to remember for next time is to place a spacer on the guide. Our club track is very flat and my home track even flatter (if that's possible) and I noted some scraping of the paint under the nose. I re-checked on a flat set-up plate and indeed it does sit right on the deck. It won't take much of a shim, but I don't want to get caught out by any small bumps it may encounter in the future. If you're racing on a wood track, you probably won't have to worry.

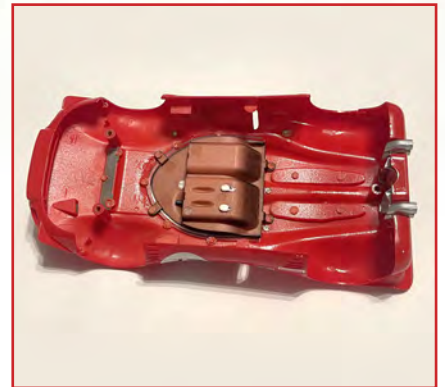
Yet, shock horror. I've just seen on that Internet thing, that all you youngsters use, Thunderslot are going

to be using a new motor. The reason (as we go to press) isn't clear, but the people that have one seem to think it's marginally slower, even though the spec is advertised as being the same. It will be interesting to see what this means for the future. I have two of the original motors still sealed in a bag and they will be guarded (by Millie the dog) twenty-four hours a day if the newer motor does turn out to be a marginal downgrade.

Scale	1:32
Body	Plastic
Length	130mm
Height	28mm
Wheelbase	75mm
Front Track	60mm
Rear Track	62mm
Weight	62g
Magnet	Not supplied
Motor	21,500rpm S-Can
Motor Mount	Sidewinder
Drive	2WD
Pinion/Gear	11/32
Front Wheels	Plastic 14x9mm
Rear Wheels	Aluminium triple-rim air hubs
Front Tyres	Rubber Classic Hard
Rear Tyres	Rubber Classic Soft



No.27 Can-Am Riverside 1967  
Driver: J. Williams  
Ref: CA00602



**Ric:**

In the appreciative arms of the Woods household, my example had a rather less frenetic (i.e. violent) start to its life. At nearly 5mm longer than the Thunderslot M6A/B, the 350 has a lithe look about it; one of those cars that looks fast even when it's still screwed to the plinth.

As with all of the Thunderslot range, the 350 Can-Am's reason to be here is as an out-and-out racer. Again, however, enough detail touches have been added to make it look good on the shelf too. There's some crisp tampo work and logos on the tyres - though those on the rears have largely been battered off by kerbs and repeated applications of tyre grip concoctions. There's a decent driver figure too (a certain other Italian manufacturer please take note), though "Picky Ric" would have liked Amon's helmet stripes to be a little thicker and while you're at it, wider seat belts too. As is the case with the vast majority of 1/32nd drivers, the belts do look as if they are just holding his trousers up. (No wonder nobody talks to Picky Ric.) The rear end looks great (we're back talking about the car now), with a nice exhaust/engine moulding that I further enhanced with the application of some highly thinned matt black paint to make the details stand out. Yes, it's a beauty.

Before its first run, I added a little weight to the front end of the chassis, a little oil where appropriate and gave the chassis a basic set-up, making sure there was a little unrestricted movement of the pod and setting the body screws to give minimal movement at the front and just under 1mm at the rear. I lightly sanded the rear tyres to remove the gloss and most of the tread at the same time. That's what I do, I'm sure you will do something different.



Off we went on the usual running-in regime, to gradually bed things in over the course of a few hundred laps of the test track, with chassis tweaks coming as tyres and motor neared their full performance. Except it didn't work like that. On my track, only the very best cars can lap in under seven seconds, invariably after much chassis tweaking and tyre prep. This bright red missile couldn't be bothered with any of that, breaking the seven-second barrier on the 30th lap of its racing life. After 250 enjoyable laps, my new favourite car and I were down to 6.69 seconds, firmly in lap record territory. This car *flies*. (Not literally, of course. I put weight in the front, remember.) I can vouch for Marc's findings, in that my car's mirror survived one hefty inversion (due to the driver suddenly running out of what little talent he does possess) completely unscathed.

Maybe I was lucky (possibly experienced?) enough to have hit on the perfect chassis set-up first time. Maybe, as sometimes happens, I got an especially good one. But there's no getting away from the fact that these Thunderslot cars have a sound basic design that pretty much guarantees excellent out-of-the-box performance. Oh, and touching on my colleague's comments about motors, I can confirm that this car had an identical motor/pod set-up as the dozen or so other Thunderslots I own, including the Williams-driven 350 that I ordered from Pendle.

Our thanks to Thunderslot for kindly supplying the review cars. We are at no time put under any pressure to give a good review - as a magazine we absolutely must always tell it like it is - but they have made a winner here. As I write, the 350s are sold out wherever I checked, but we have been told that another run is likely in the near future. A good move, I think.