

50th Anniversary Can-Am Special

SLOT CAR

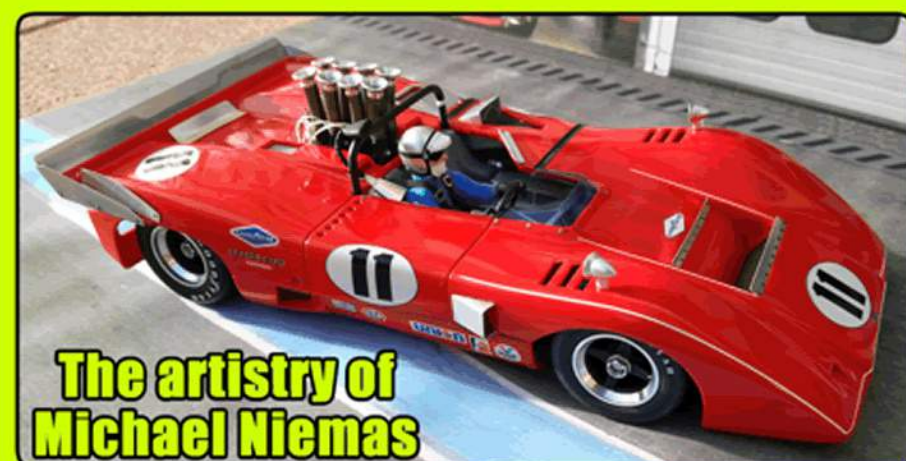
MODS

EVERYBODY'S SLOT CAR MAGAZINE ©



CANADIAN
AMERICAN
CHALLENGE
CUP

Volume 1 - Number 3 www.slotcarmods.com Fall 2016



The artistry of
Michael Niemas

HO

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1:32

1:24



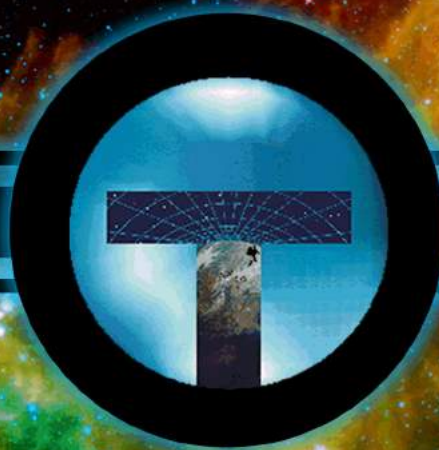
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Jim Bartell's 1974 Shadow DN-4's
a Dan Boyd photo

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From the Editor's desk

Welcome to this very special issue, and yes, it's massive. Since the inception of Slot Car Mods Magazine, this has been an issue that I've wanted to do from the start.

Unfortunately, the Can-Am Series was something I never got to experience live, though every time it was televised, I was glued to the set. Growing up in Vancouver, B.C., me and my Buds frequented Westwood - The home of Mountain High Racing, where we got to enjoy Trans Am, Formula Atlantic, and Sports Car racing. I even had the opportunity to take Driver Training on the track to get my Racing License. I blew the seals in my extremely fast Mazda RX-3 the night before and had to take my brand new family sedan, a Chevy Celebrity, and took the training in that. I didn't do too bad!

We also had Mission Raceways, an NHRA sanctioned, sea level, drag strip. Spent many Sunday's there, and used to chuckle at the racing having to shut down from Noon to 1pm, so the townsfolk could go to church.

Now Edmonton, as I learned later on in life, was not on the other side of the planet, it was only in the next Province, and it had Edmonton International Speedway, a facility that hosted the Can-Am Series. A road trip with my cohorts would have been a blast, but it never entered our minds that this kind of racing was so close to us.

Anyway, this issue show's my love for this sport, and the people I've met throughout this process have been invaluable with the creation of this special magazine.

A very special thanks goes to Jack Fids, Bill Leslie, Bob Jackson, Dennis Losher, Jim Bartel, and the whole "When the Ground Shook" team for being an inspiration and a wealth of knowledge.

All the best, Ron Todhunter U.E.

SLOT CAR MODS

EVERYBODY'S SLOT CAR MAGAZINE

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ISSN 2371-0195

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SLOT CAR MODS MAGAZINE

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Slot Car Mods is published quarterly by

Slot Car Mods Magazine c/o
#13 - 52152 Range Road 210,
Sherwood Park, AB T8G 1A5

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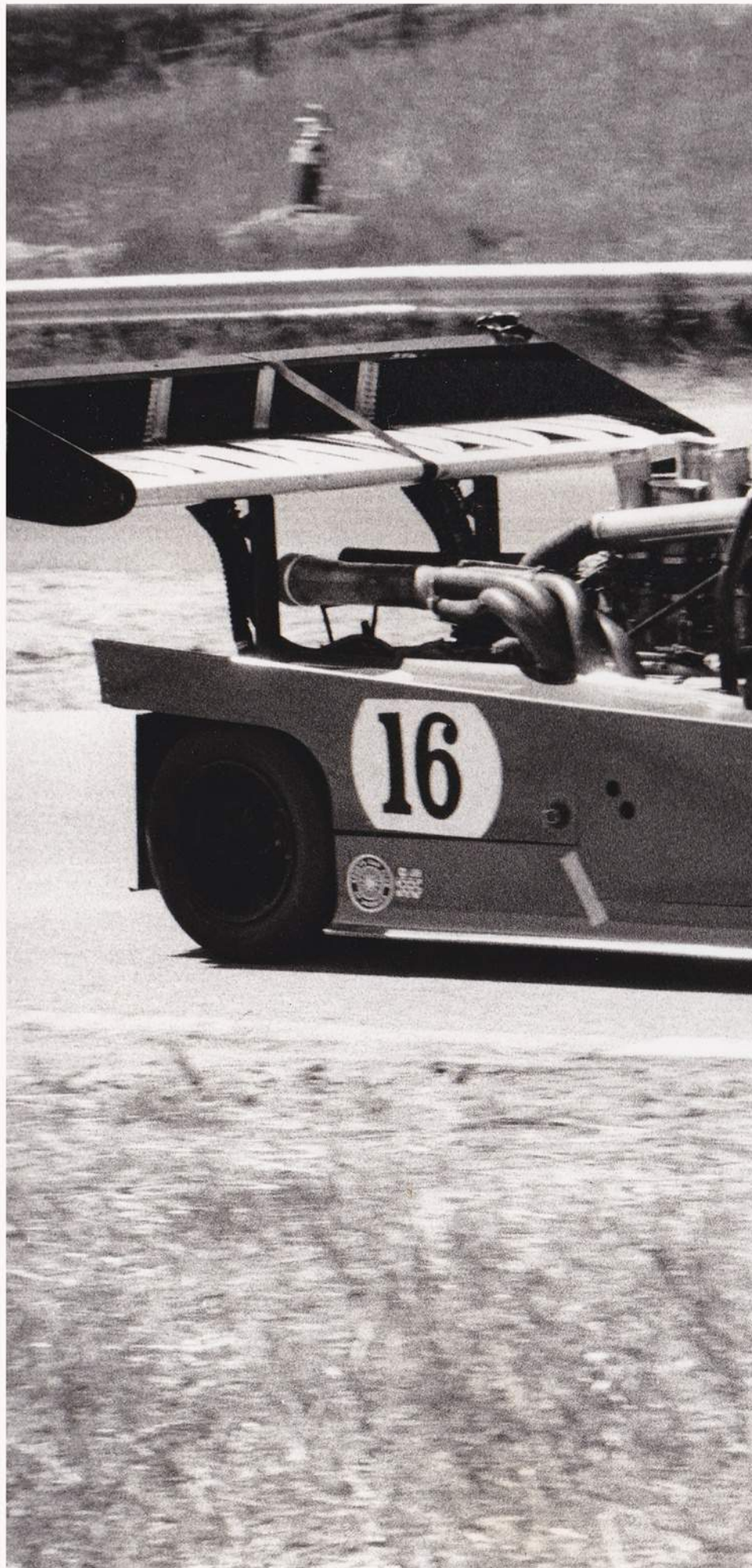
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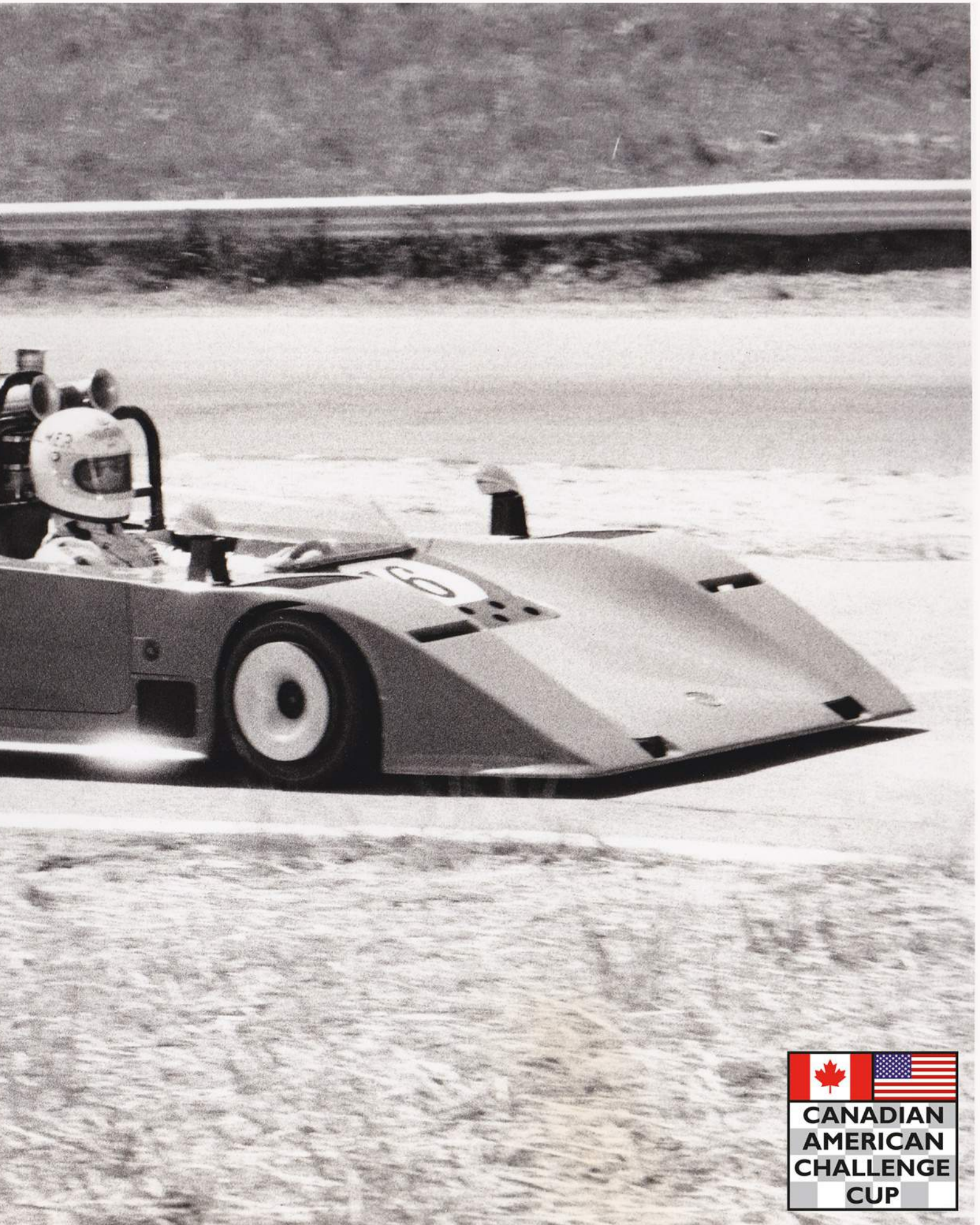
to Slot.it power

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**The Shadow, 24" from
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The Shadow is capable of
running with the leaders
of the series, having
turned in speeds in the
200 mile per hour range.**

The above information
is a Press Release from
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[no date listed]





The 1974 CanAm End of an Era

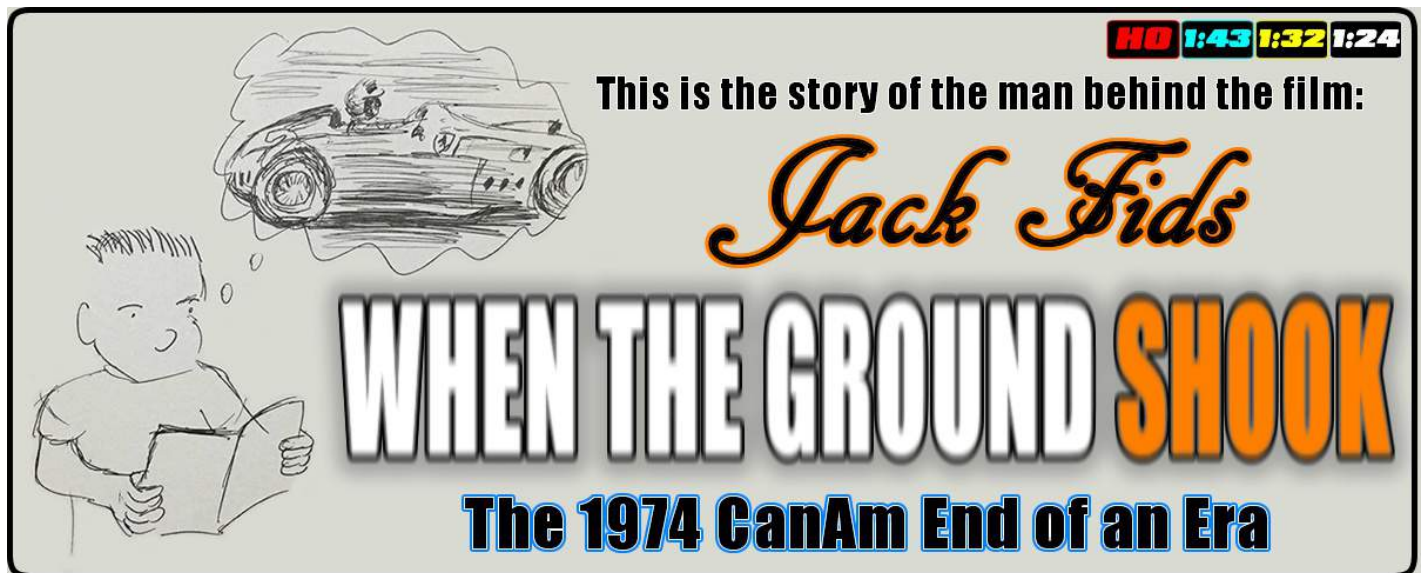
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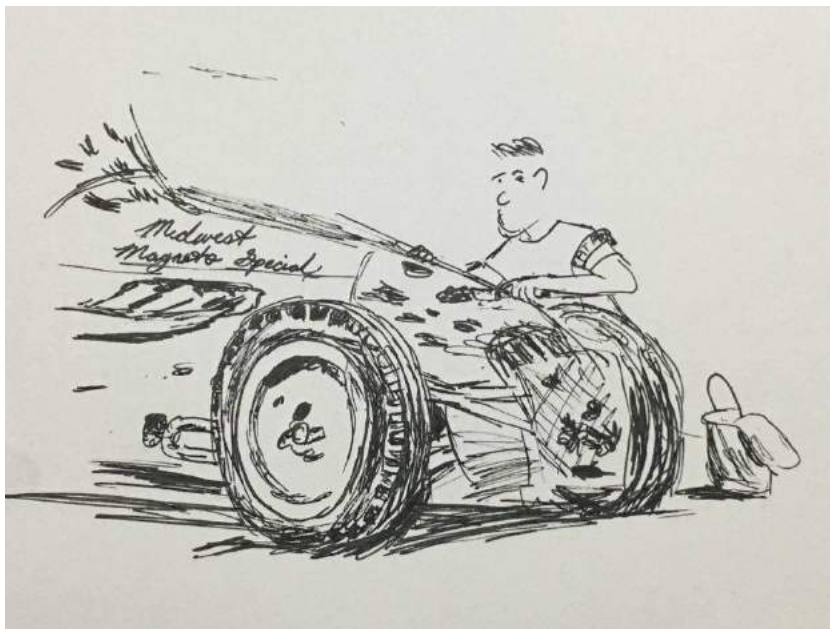
a feature length film now in production by
The Can-Am Film Project & canamfilms.com





Opening day at Rex Speedway was the weekend prior to memorial day in 1950.

I was with my mom, in the infield as she timed & scored the open wheel cars, my dad had built the engines for 8 cars starting The Main that day, I wasn't 50 days old yet. The next 7 Summers would be spent being "the pit rat", known on sight, because I was the only kid in the pits, and treated like the little racer. I was the kid with the scrapper, the bucket & rag who took it upon himself to do the only thing I could, scrape mud, make racecars look pretty again & move on.i



I'd sometimes ride in the push truck when they'd light off a race & for a long time I run down into T-1 to watch them get the green but by the time I was 5-6 I was over in T-3 because the guys who really knew their stuff were there, it's where you found out who "had ass" was "in over their heads" or who had car problems. I knew how to "read a driver" & what prevented a good driver from being the best driver, before I entered 2nd grade in school, by listening to the Stooges in T-3.

I liked learning & reading was another way I found to satisfy my thrust to know more about racing, it's how I discovered people raced in other countries & where & what they raced. I now knew the names von Tripps, Moss, Mercedes & Ferrari names I'd never heard spoken at Rex or in my dad's garage, among my school mates or in the small village of 200 people we lived in except for 2 guys who'd been in the Navy & recognized Mercedes . I knew something everyone else didn't, at first I thought it made me smarter I'd soon find out that it set me apart & made me "different". I was

possibly the only person in either community who knew that the Indy Cars went to Italy to race. Things remained the same except that the owner of Rex was also the promoter & he didn't have the time to run a business, own & promote a race track. It may have been his fondness for Race Queens, a Spring flood or competition from an asphalt speedway 40 miles to the North that paid bigger purses but Rex was history by the time I was 10 & I missed it like a brother.



We moved to the city after the Summer of 1960, Junior High would find me lost in a sea of post war progeny. As just another small warm body searching for common ground with my fellow hormone flooded class mates. In the darkest corner near a stairwell I heard someone say the name Unser & I made a U-turn & listened to what would turn out to be a unique group of kids. Each one of them had a specific racing interest from drag to stockcar racing, they knew of places like Daytona, LeMans, Monaco & Bonneville. I knew Terre Haute, Salem & DuQuoin they didn't & I'd found a home & compatriots for the next 3 years. Mondays were the best mornings, we'd all be very early to school so we could share the week-end racing news, Winters were excruciating because we only had the monthly racing magazines to discuss, no one had a way to get their hands on a SpeedSport News weekly, we were still dumb kids.

It was in this group that I first heard the name Jimmy Clark mentioned, it was in conjunction with the the Taffy von Tripps mishap & the news conjecture that his lack

of familiarity & newness to the sport was the main factor in Taffy's demise. I made a mental note to pay closer attention to this young driver who looked like a teenager to us.

Memorial Day 1963 would find me not in the company of my dad listening to Sid Collins call the Indy race on the radio for the first time in memory, the earliest being Dick Rathman's win in 1952, (don't start me on the Rathman merry-go-round) no I would be at the closed circuit broadcast of the event just as I would be in '64 & both times I'd see that young Clark drive with the skill of a brain surgeon besting our best but lacking the luck & favor of the Old Lady of Indy. By the end of '64 I was likely Jimmy's best fan in Minnesota or at least in the Stairwell Racing Club.

Back in the days when we lived in the village, I'd go to town with dad on Saturday mornings to get engine parts & Louie the counterman & dad would always talk racing. May was special because the conversation revolved around The Speedway news & speculation of who "had the ass" this year, what the Novi's were doing & the prediction of who would win it, they each bet a buck on "their man"& if neither won they'd get the buck back. In '61 that conversation resumed. This time I was determined to be a part of it & paid close attention to the USAC results, I assumed the new kid A.J. Foyt was going to run away with Indy because of his early season performance. I'd told dad as much during the half hour drive into town. Louie figured it would be Roger Ward wearing the milk mustache at the end of the day; Dad didn't have a good feeling about Ward after the crash of '55, dad was a Vukovitch man & didn't trust Roger, figured it would be Sachs this year for sure. Then after a drag on the cigarette he mentioned aside that " The kid here thinks that young buck Foyt has a chance!" to which I took exception & firmly announced that he didn't just have a chance he had the win in the bag ! The laughter that followed was meant to put me in my place, which it did for 3 weeks. When we showed-up at the parts counter the Saturday after the race I helped myself to the \$2 pinned to the wall, folded it, stuffed it in my pocket as I faced both of them & asked "Who has the ass now?" The Ol'boy turned red as a brake light & I thought Louie was going to gag he laughed so hard.

Suddenly I was right because I'd paid closer attention than they had & I'd been lucky & snookered the Ol'boy at his own game. I could see that he was proud of my prediction, & embarrassed by my "garage language" once again.

Jimmy was beginning his peak years in 1963 & by the '65 Indy race I was as sure of his win as I was of Foyt's in '61 & I was pumped-up for the entire month of May, I was so excited I was high on the energy & expectation of Jimmy stealing the race & drinking that milk. His win was orgasmic for me, I KNEW he would pull it off & Indy would finally see that rear engine cars were the only way of the future & the new generation, MY generation, of machines & drivers, would rule from that moment forward. My prediction would also elevate my status among the SRC which would need a boost after losing so many slot car races among the various members on Saturday mornings. That race would also be the last one for me & dad, he'd taken the 64 crash hard, his man had died & it was not fun like it used to be. Jimmy's win in a rear engined Green car signaled the end on my dad's era in racing, from then on I

was on my own, if racing was going to play a part in my life I was going to have to "chase it & make it" just like a rookie driver.

At the end of Summer the sac Sprint Cars ran a 2 day show at the Fairgrounds track . I watched it from the grandstand both days by myself & on Saturday after the checked flag had fallen & the cars rolled onto the trailer I left the grandstand on a full run to race to the Pay Shack where all the drivers would be drinking beer waiting for their checks. I was running head down at full bore around the outside of T-4 when I slammed into an equally distracted guy & managed to knock both of us to the ground, being slightly smaller than he , I was the slowest to stand, with his help. " Are you OK? You ought to slow down you could have hurt both of us, you dropped your camera it might be broken!" were the words being said by a guy wearing a racing coverall that said Mario Andretti in stitching on the breast. I'd just crashed USAC's hot young Rookie & he was damned near as small as I was!

I could barely speak the words requesting his autograph which he graciously gave while handing me my plastic camera & noting " First he tries to kill me then he wants my signature !" He double checked that I was OK, I thanked him for the autograph on my program & was off at full clip again for the pay window & A.J., Roger, Ronnie , Herk & Jud's autographs & pictures... I even snagged one from Tinglestad before he



was too far gone to hold a pen, caught him between cold beer #3 & 4. The signatures, snap shots & stories were the center of attention in the SRC, I was the first to have an Indy winner's sig!



1965 was the Spring I shattered my leg in a diving board miscalculation. I would spend 11 months in a full leg cast for double-compound fractures & would be lucky not to drown, it took a quick thinker to rescue me! I began that Summer soaking sun & reading in the back yard on a lawn chair. It was in that situation that a neighbor asked over the hedge how I was fairing the impediment & if I'd like to break the monotony by learning how to develop film & make enlargements. They'd seen me bouncing around the back yard with a Drug Store Brownie & the pictures that had resulted. The offer tickled my creative interest & by Fall & the start of High School I had some rare knowledge & experience for a 15 yr old kid. My new Home Room Teacher would also happen to be the Journalism Advisor. He saw me as the replacement for a Senior who was the "Official" Photographer for the school paper & yearbook . I was his shadow & assistant that year. May would see Jimmy fail at Indy & Graham Hill win & accuse Tony Hulman of trying to poison him for the win by making him drink milk instead of champagne . It would also be the year when I wouldn't get any time at a track or see a race live except for a IMCA Stockcar show at the state fairgrounds. Did you know that Ernie Derr could smoke 5 packs of

cigarettes while leading Ramo Stott during a 500 lap event ? He had 4 taped to the dash & 1 in his shirt pocket. He said after the race he was glad it was over because he'd run out of smokes 10 laps before the checkers!

On my 17th birthday I promised myself I was going to Indy to see the race at any cost. Jimmy would be a contender if not a winner and I was going to be there to see with my own eyes, the greatest driver since Fangio & Moss to drive F-1. When decision day came I bought a one way bus ticket to Indy & had \$10 to spare in my pocket & a single thought in my head, I was going to see Jimmy run, watch him carefully to see if the films & photographs were true. was he that fast & still laconic? Maybe I could get his autograph!

That decision was fool hardy & stupid in hindsight just as it was then but it would turn-out to be one of the most important ones of my life in several different ways.

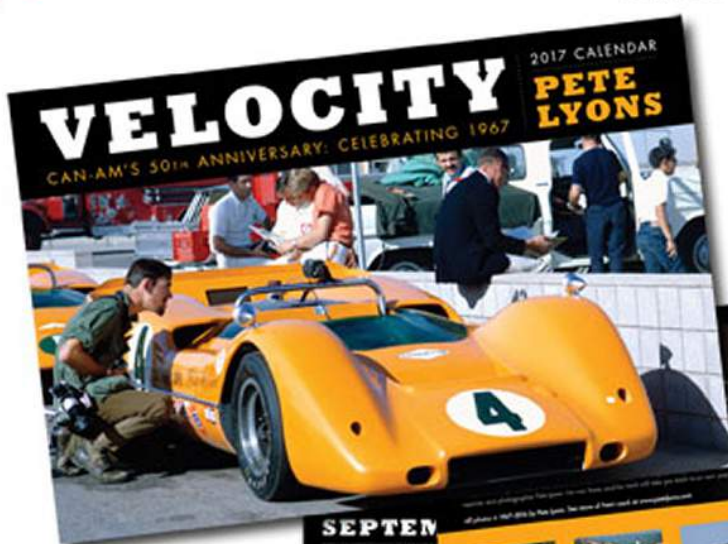
Next issue - Mario wasn't the only driver I've run into.



New!

PETE LYONS' 2017 CAN-AM Calendar

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Las Vegas Donohue and Gurney Lolas • Bridgehampton Matich's Matich • Road America Andretti Honker II
Las Vegas McLaren vs Chaparral • Bridgehampton Bruce 'n Denny • Riverside Gurney Lola heads Lap 1
Las Vegas Jones Lola in breakout lead • McLaren the New Champ (NOV & DEC)

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Here are some pictures and details of my AVS Shadow DN2 CanAm Car.

The 1/32 resin body is by a Slotforum member called DNQ, it came with a rear wing kit, driver and exhaust stacks.



The Chassis is a brass and piano wire anglewinder built by me. The pans are made so that they hinge, tilt and move backwards and forwards.

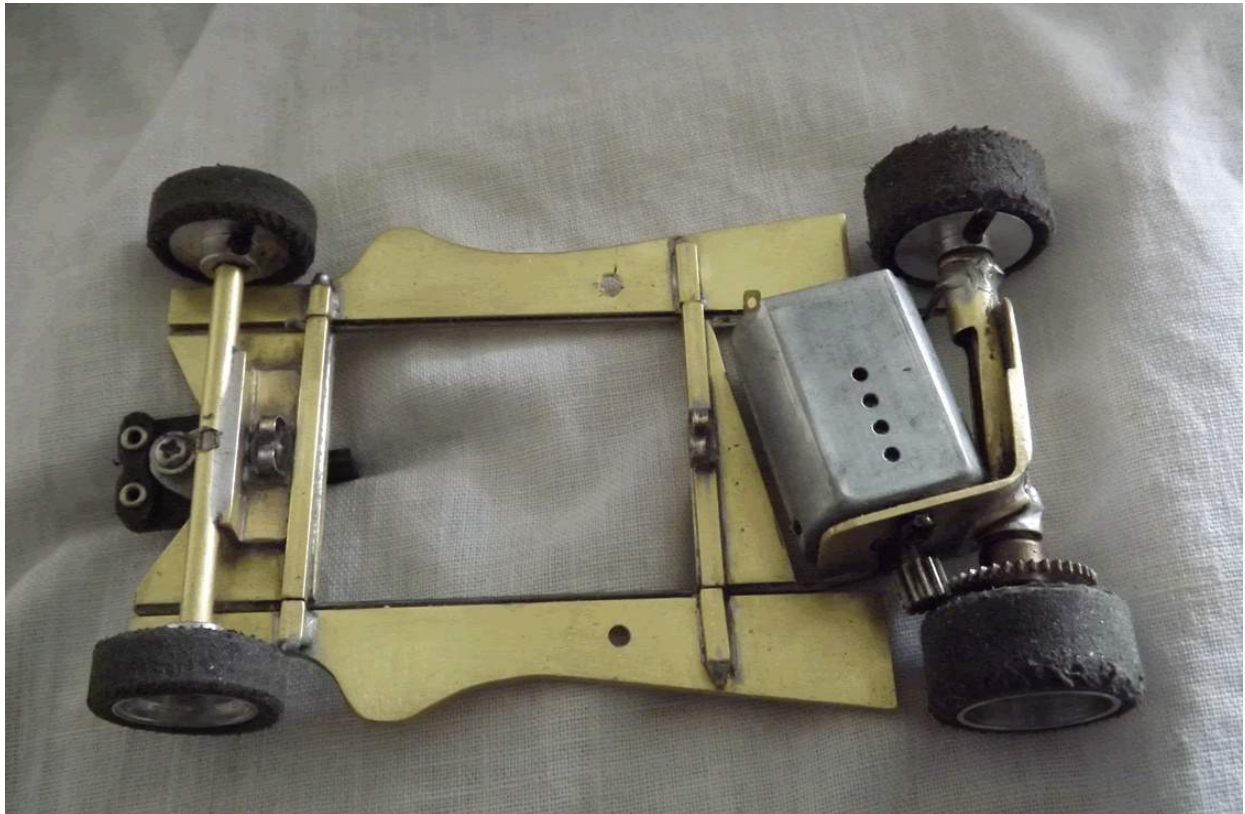
The motor is a short can 30K from SRP/MRRC from Pendles, the guide is a deep Slot.it wood track one, the spur gear is a bronze Mutley 36 tooth from Betta, the rear wheels and tyres are Slot.it on a stepped Slot.it axle, and the front wheels and tyres are PCS from Pendles, wheel inserts are NSR.

The body was painted using Halfords acrylic primer and gloss black. The decals are from Pattos and the body was finished with Tamiya acrylic gloss laquer.

I hope this enough for you

Regards, Tony Davey

A clean chassis design Tony, I particularly like the way the pans are contoured to the shape of the body... Editor...





A few questions with master modeler George Turner

www.georgeturnermodels.com

At what age did the passion ignite for you in the form of Slot Car Racing...? I was 13 and living in Southend, which is about 30 miles east of London. We had two slot racing centres (MRD and Wonderland) both of which had large 8 lane wooden tracks. I always had an interest in cars especially model cars. From 1963 until 1969 I raced constantly on the tracks. My first competitive car was a 1.24th Tamiya McLaren Elva (I still have a McLaren M1A in my range which is very similar). Although I soon moved on to Cucaracha sidewinder and anglewinders.



I got back into slot racing in about 2010 after working for many toy firms (Matchbox, Corgi, Lledo, Merit, Mattel etc) then spending a few years making model boats. Now however I am totally dedicated to making slot car kits. I still get great pleasure in making a prototype model. I guess truly I am more of a pattern maker than a model maker.

What are the deciding factors in producing a new Slot Car kit, do you have a favourite, and why...? In terms of deciding which new cars to make, I usually have up to a dozen cars in various stages of production. These can range from saloons, single seaters and sports cars from various eras and some can be sitting around for a couple of years. Then for some reason I will just get on and finish one. Usually for no more reason than I fancy finishing one. At this moment I am finishing off the Cunningham C4RK which has been on my bench for about a year. Hopefully it will be done in a couple of weeks. The commercial aspect of making models should take priority but for me it is more important to enjoy what you are making.

Can you tell us a bit about the process that goes into making one of your Slot Car kits...? Once it has been decided which specific car is to be made the first thing to do is research lots of books and the wonderful internet. Try and find a decent set of drawings, but if you do find some do not take them as gospel, they will usually be inaccurate but they do make a good guide. I try to make a reasonable set of drawings myself, get a good lot of photos together and find a bit of history. Certainly do not believe all you read a lot of old photos are captioned incorrectly. Just because it is on the internet does not mean it is true. After that it is all down to lots of milling, filling and scraping at a block of tooling board until you have a reasonable shape. At that point you can start to see the car appear. That is the rough idea of how you get model.

It is all done by hand, no 3D printing or computers are involved. After a prototype is finished silicone moulds are produced and resin castings can be made.

Would you care to share any tips for budding Slot Car creators/artists...? Tips for budding model makers: There is no magic in making model cars from scratch. A little bit of talent and over forty years experience helps in my case. That said it mostly comes down to a lot of practice and hard work. If something does not work you can only try again until it does.

What motivates you to continue your creations...? My motivation is simply that I love making model cars and if I can make them go around a track even better. I still get a kick when I am making a prototype and I have not got a clue how it is going. You almost feel like a fraud then you get the eureka moment and the shape is there and you are on your way to a new car. Also starvation is a great motivator.

Can you tell us about any upcoming projects that you may have...? On the bench at the moment I have a Lotus 30/40, Aston Martin DB2, DBR1, Lister Jag Knobbly and a Cunningham C4RK which are on their wheels. A Le Mans Frazer Nash in a very early stage and a Maserati 151 is also blocked out. This should keep me going for a while but I do go off on tangents quite frequently and make something completely unplanned.

What's the best way for our enthusiast's to follow you...? The best way to follow what I am doing is by visiting the website (www.georgeturnermodels.com) or liking us on facebook.



George Turner Models offer a beautiful array of the mighty CanAm cars, McLaren's, Chaparral's, Shelby King Cobra's, etc...

We build a McLaren and a Shelby King Cobra in this issue... Editor...

Do you have anything else that you'd like to share...? The resin car market is surprisingly small. It is a great shame more people do not have a go as it can be very rewarding to produce a unique model. The nice thing with one of my kits is to see what wonderful creations people make far better than what I can do. From a basic kit modifications can be made and a new variant can be made and then you have got a one off model, unique to the builder.



SEE THE BUILD OF THE SHELBY KING COBRA IN THIS ISSUE



DENNIS LOSHER

the Shadowman



Growing-up in the Pits provided me with a unique perspective. One of the "rules" I learned early-on back in the 1950's was "If a Driver doesn't own & wrench on the car he drives then he's something less than the genuine article."

None of the Drivers or Pit Stooges, (as the crewmen were called) would risk their reputations by associating with a "Ride Buyer". By that standard 99.9% of all Drivers today would be looked at with suspicion...

Dennis Losher is a throwback to the roots of racing. As you will read below, he did buy & not build his rides BUT he is the consummate Racer because he not only twists the wrenches on his cars, he machines the parts from the original drawings, fabricates his own body panels & maintains more Shadows by himself than were ever present at Phoenix Racing's Lively Blvd. facility in Elk Grove Village, Illinois at any single time in history with a full Crew !

What you are about to read is the story of a man who took it upon himself to not only maintain a singular unique car but an entire marque, a fleet of iconic Shadow examples!

When you have finished reading Dennis' story ask yourself this question "Who, in motorsports is this man's equal ?"

Dennis is not a "Top Drawer Driver", the greatest Machinist who ever lived nor the man with the most toys. But he is the man all of the other historic car owners wish they could be, THE MAN who know every rivet, Heim joint & aspect of every one of of the 9 Shadows in his stable. IF you are a Real Racer, Dennis will be one of your heroes by the time you finish reading his story.

Without Dennis' dedication, the bones of Shadow would be cast to the winds of time, he IS the Curator of the legacy Don Nichols created.... you will be hard pressed to find an equal !

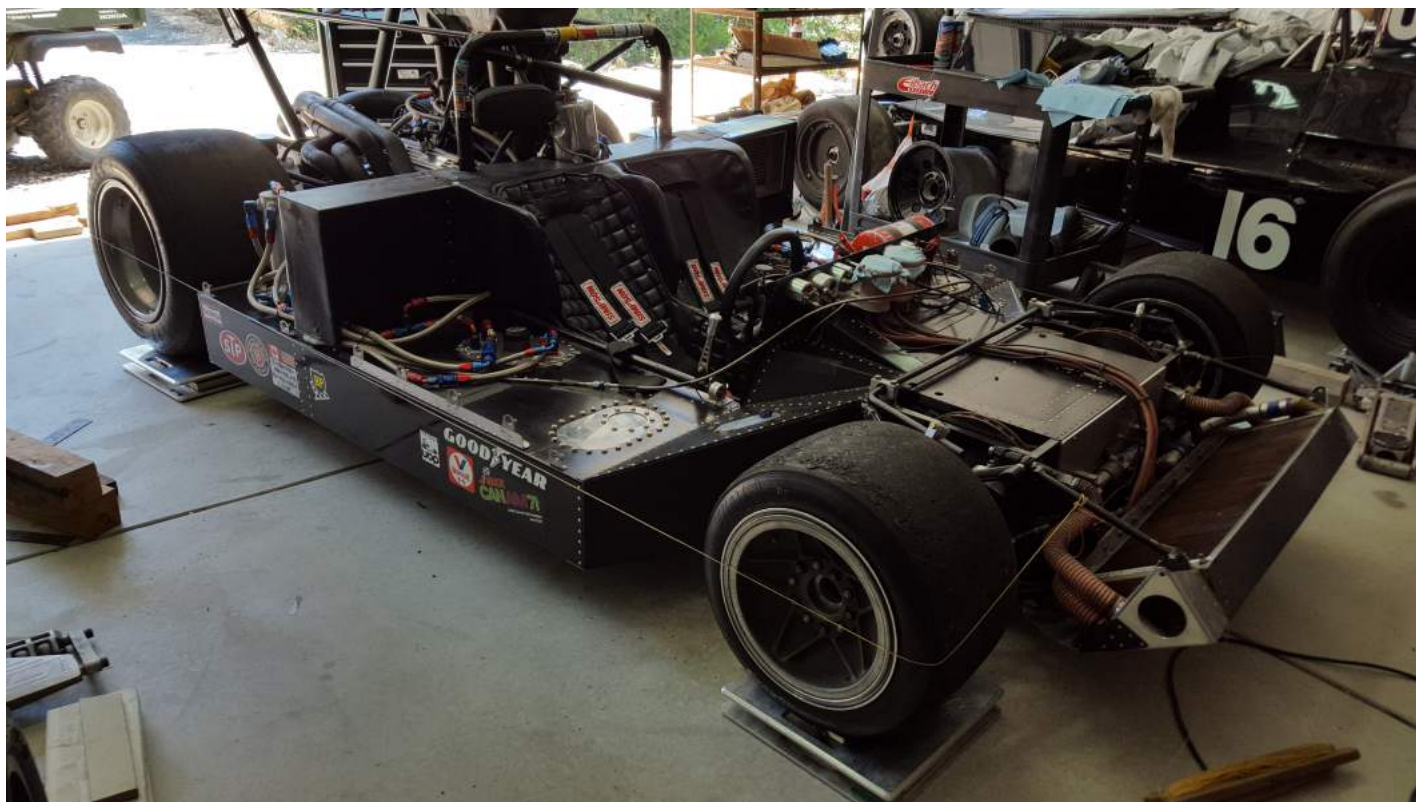
Jack Fids





© DENNIS GRAY
SPORTSCARDIGEST.COM

When did you develop your passion for auto racing, Can-Am, and the iconic Shadow cars...? I was always interested in auto racing from an early age. I would go to the local magazine store and buy the Autoweek/Competition Press and read all about the Can Am and F1 races.



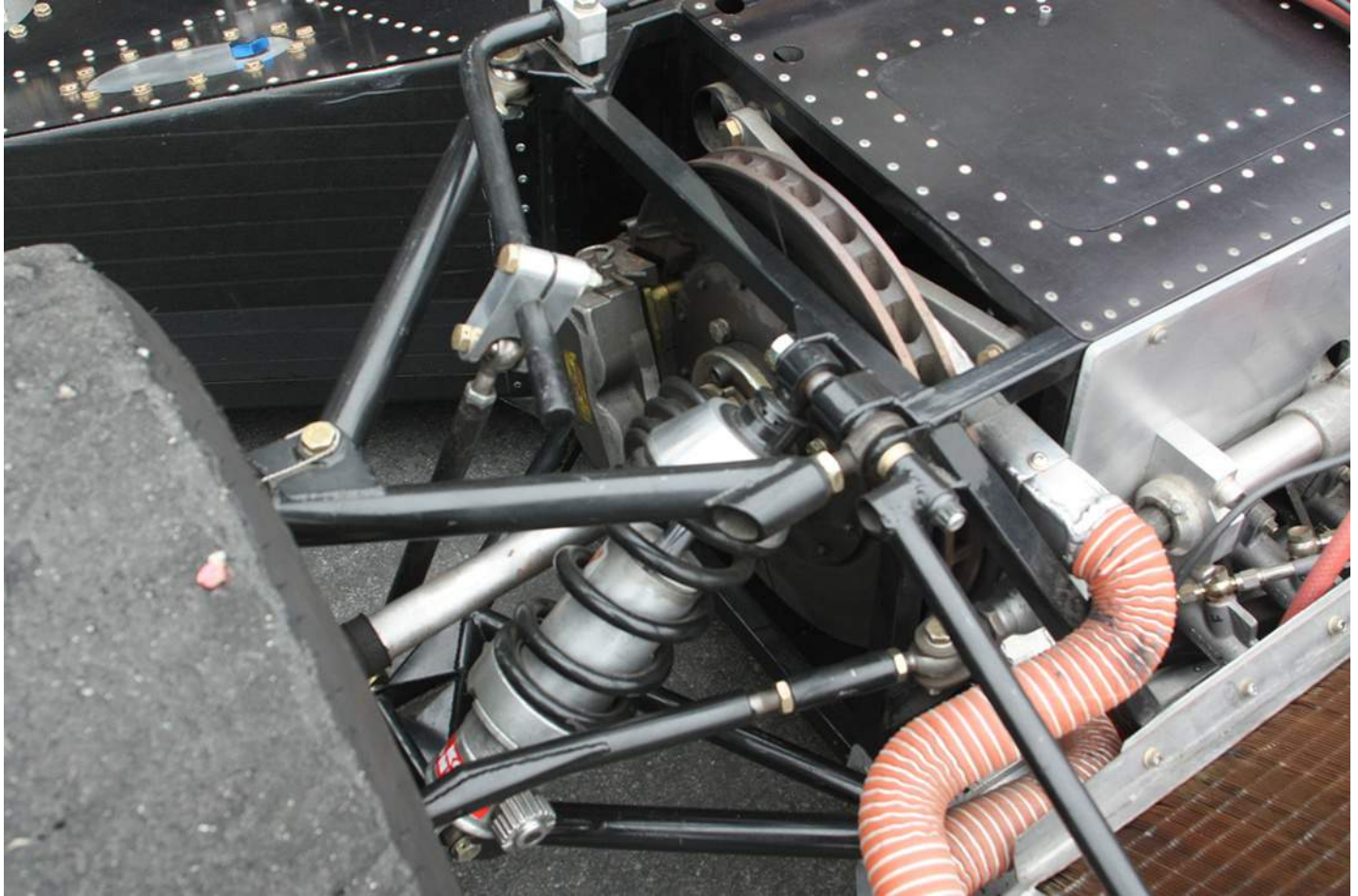
Setting up for Alignment

How do you feel being the keeper of multiple Shadows...? I realize I am just the current custodian of these cars. I enjoy bringing the cars back to life (the restoration process) and presenting them on the track or at a car show. I do wish to maintain the legacy of Shadow cars and maintain the archive of records I have been entrusted with from Shadow founder Don Nichols.

I understand that you're very hands-on in regards to keeping these thunderous machines running, would you kindly share some of what you do...? I do the full range of fabrication, welding, machining, and assembly of engines and gearboxes. I perform all aspects of race car restoration, with the exception of painting. I have acquired the complete set of Shadow drawings from Don Nichols to allow me to fabricate the parts as they were designed. I am also a mechanical engineer with a history of vehicle design (all military vehicle design however).

Could you share with our readers as to what it's like to pilot one of these legendary machines...? The big block Can Am cars are the most brutal, with amazing acceleration. The small block Dodge powered F5000 Shadow is like the F1 cars, but with more torque.

Do you have any insight on the man behind this amazing mark, Don Nichols...?
I have known Don for over 10 years. Worked with him, for him and against him! Don is an amazing character. Definitely a man with vision. Quite an entrepreneur. World War II hero. Don has the ability to lure you in and have you follow/support him, even though you know you shouldn't. Charisma I guess..... Many, many stories, but few that can be told in public.



Right-front Suspension Detail

Were you ever exposed to slot car racing, and what are your thoughts on the hobby...? Yes, I had many slot car sets in my younger years. I think the hobby is great. If I can be of any help in providing details for the Shadow's, let me know.

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Dennis owns the following Shadows:

1971 Shadow MKII Can Am

1973 Shadow DN2 Can Am (partial kit, missing the tub)

1974 Shadow DN3 Formula 1

1974 Shadow DN4B Can Am (Small Block Dodge used in 1977/ grandfathered 2 seater car into the single seater Can Am series)

1975 Shadow DN5 Formula 1

1975 Shadow DN6 Formula F5000

1977 Shadow DN6C Single Seater Can Am (this is the full body kit that goes on the F5000 car above)

1978 Shadow DN10 Single Seater Can Am (body kits only, as these were based on DN8 F1 tubs and the tubs have been converted back to F1 cars)

1978 Shadow DN9 Formula 1

1980 Shadow DN12 Formula 1







©2011 Bob Heathcote, for AR1.com

In the past I have owned the 1970 Shadow MKI Can Am and the 1973 Shadow DN1 Formula 1 and have significant amount of detail on these cars as well.
All the Best, iDennis



*Ultra rare (only 4 known to exist)
cross ram manifold.*



SPECIFICATIONS

Manufacturer: Advanced Vehicle Systems - USA

Designer: Peter Bryant

Year: 1971

Model: Shadow MkII Can Am (Group 7)

Chassis S/N: 71-3

Engine: Chevrolet V-8, 496 cu-in (8.1 liter)

Induction: Mechanical Fuel Injection

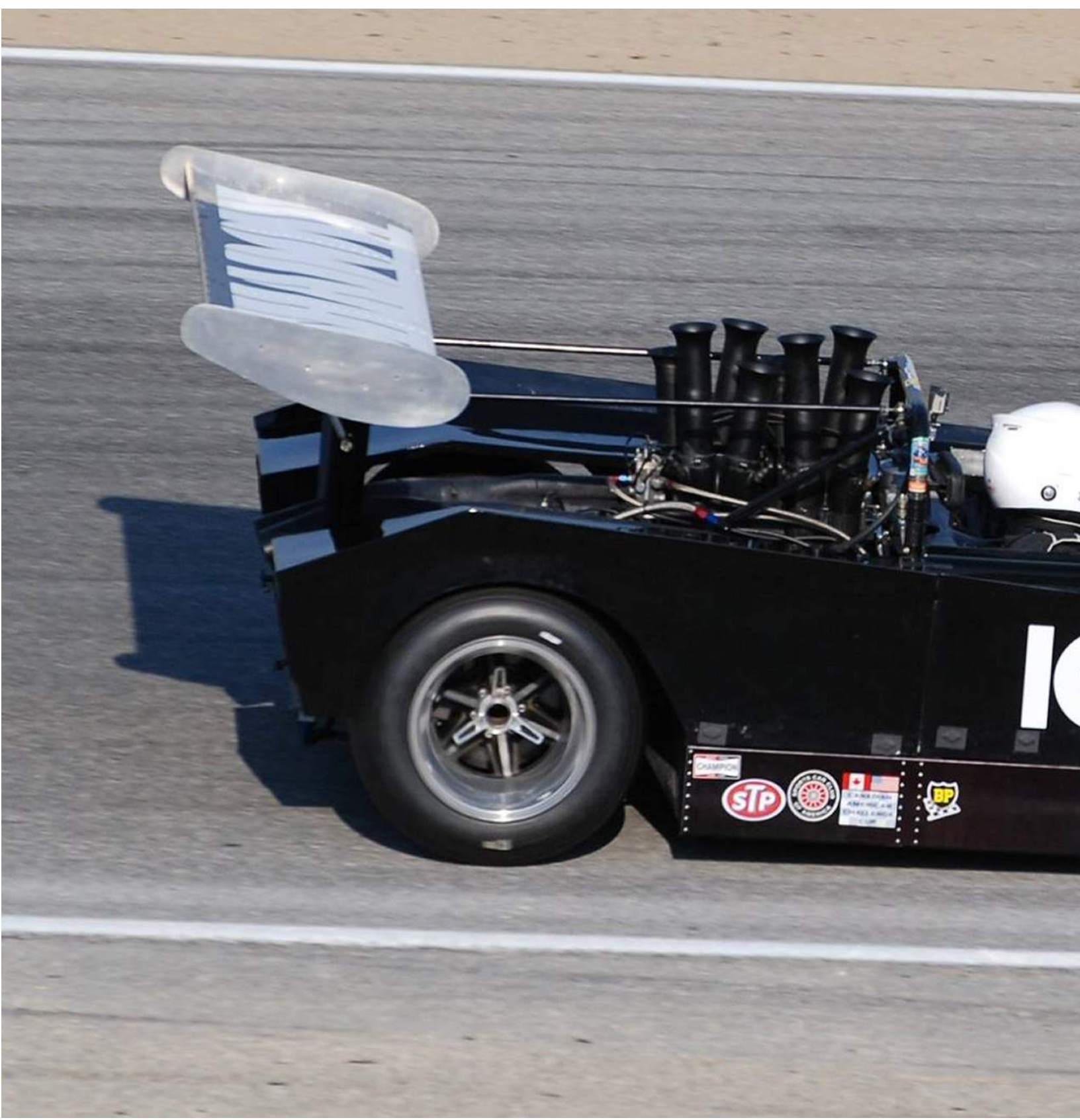
Power: 750 hp @ 7,500 rpm

Gearbox: Hewland LG500 & Wiesman

Front Suspension: Unequal length a
upright coil-over adju

Wheels: Fronts: Intial: 11W X 12Dia S
Final: 11W X 13Dia

Rears: 16W X 15D AAR Eag
Brakes: 12 inch diameter vented dis
fronts, outboard rears



4-speeds
Shadow magnesium
stable shock, anti-roll bar
Shadow Wheels
Aluminum
le Magnesium
cs, AP calipers, inboard

Rear Suspension: Radius rods, single top link, parallel lower links, coil over adjustable shocks, anti-roll bar, AAR Eagle magnesium uprights

Fuel Capacity: 84 gallons

Weight: 1800 lbs dry

Top Speed: 200+ mph (Riverside)

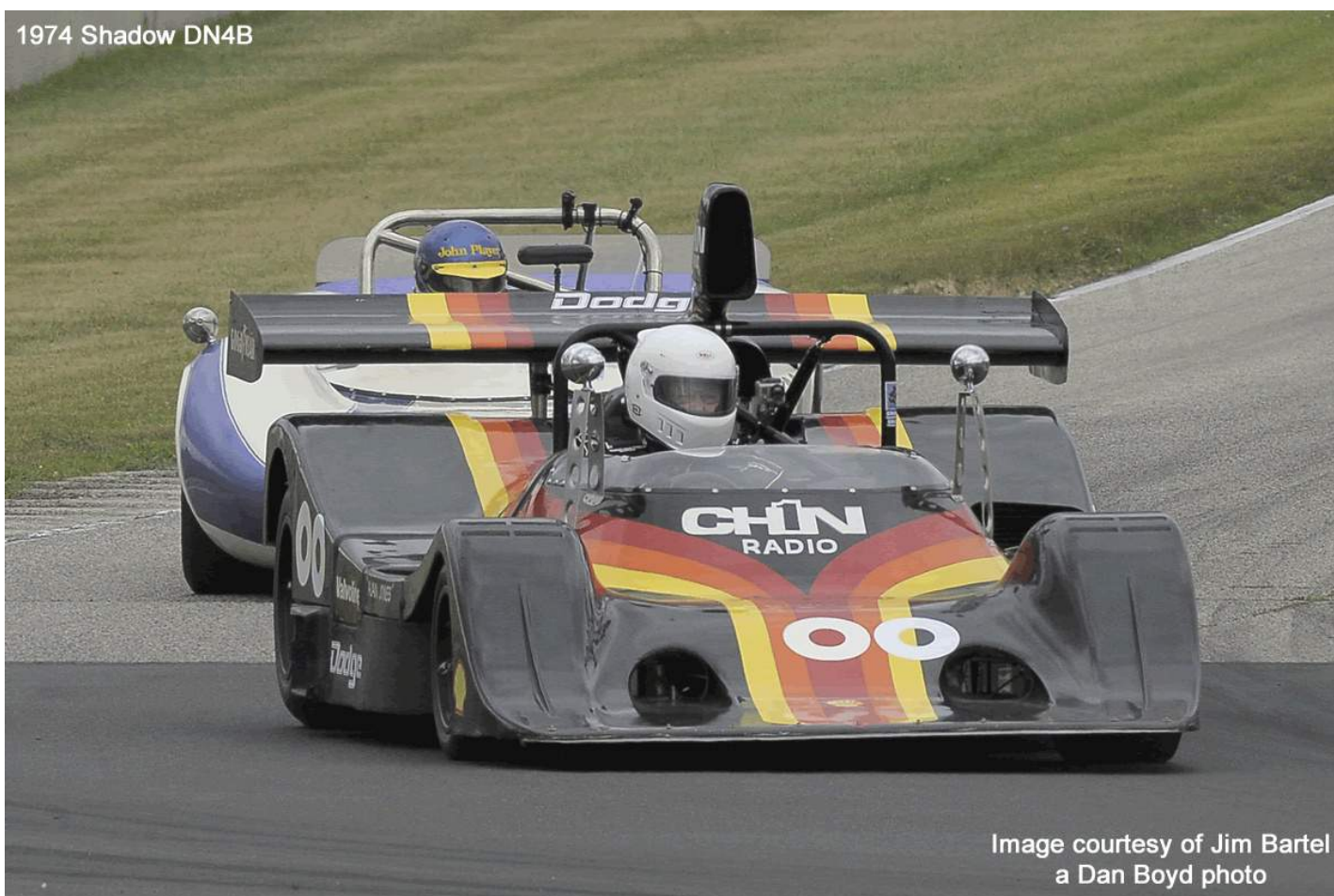


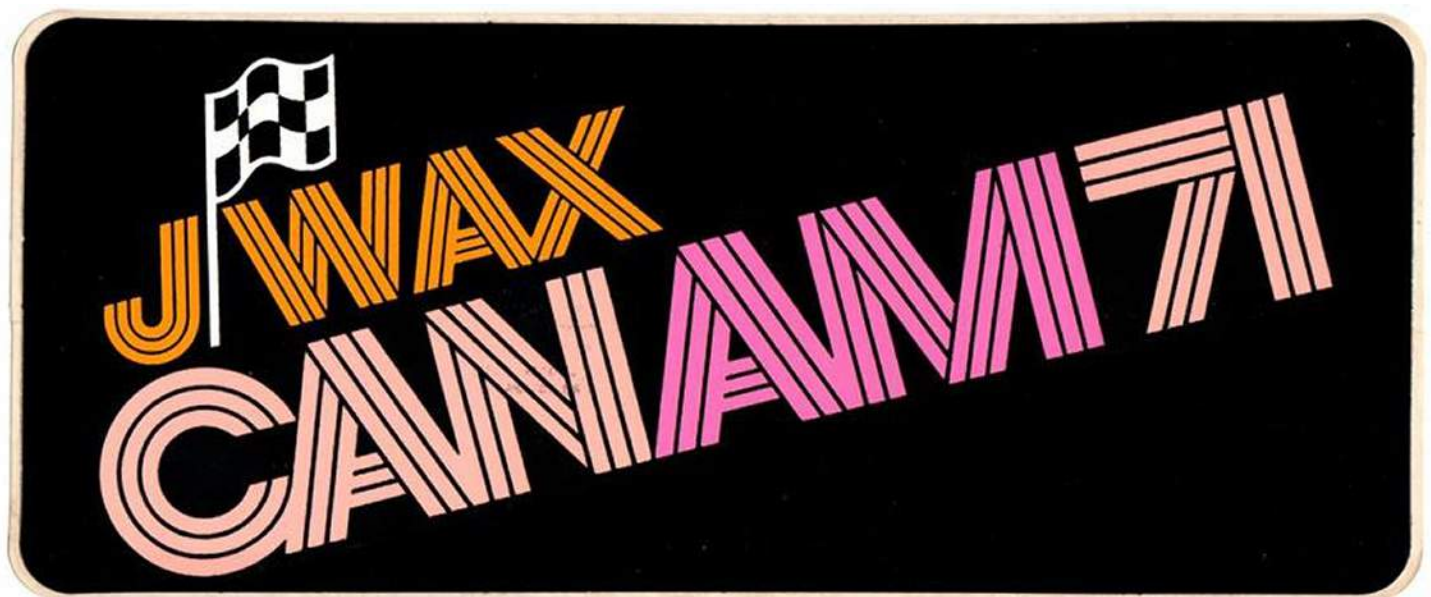
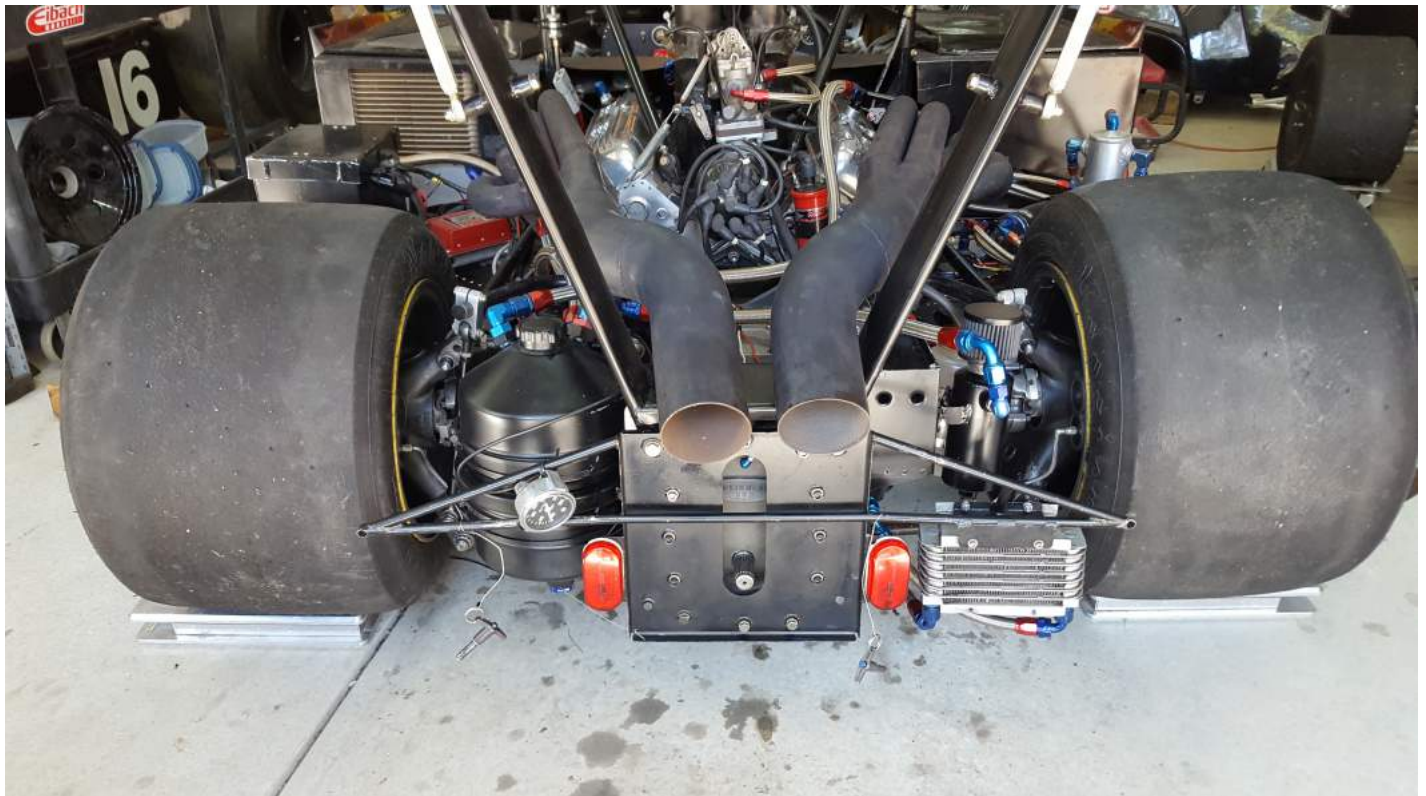
1971 SHADOW MKII Can Am

After the radical Trevor Harris designed 1970 Shadow Mkl, Team Owner Don Nichols and Designer Peter Bryant joined forces to develop the MkII for the 1971 Can Am season. Although Nichols wanted Bryant to use as much of the Mkl in the MkII design, the only component carried over was the Mkl inner wheel shell of the 12 inch diameter rear wheel, which became the inner shell of the 12 in diameter front wheel on the MkII. The front wheels were changed to 13 in diameter fronts later in the season after the 12in diameter tires were abandoned.

Bryant continued the aerodynamic design features of his 1970 Ti car in the 1971 Shadow MkII, and worked with Goodyear to develop extremely low profile front and rear Goodyear tires. The 12 in diameter front wheel/tire and the radical low profile rear tires ended up becoming the weak point of the design, as Shadow was the only user of these tire and suffered from a lack of development. Another unique feature of the Shadow MKII is the use of inboard front brakes. Overloading of the front CV units from the braking loads was a constant issue.

This original MkII chassis was acquired directly from Shadow Team owner Don Nichols in 2009. The remaining MKII chassis (71-1 & 71-2) were converted to MKIII specification for the 1972 season.





Here are pictures of some of my HO CanAm slot cars.

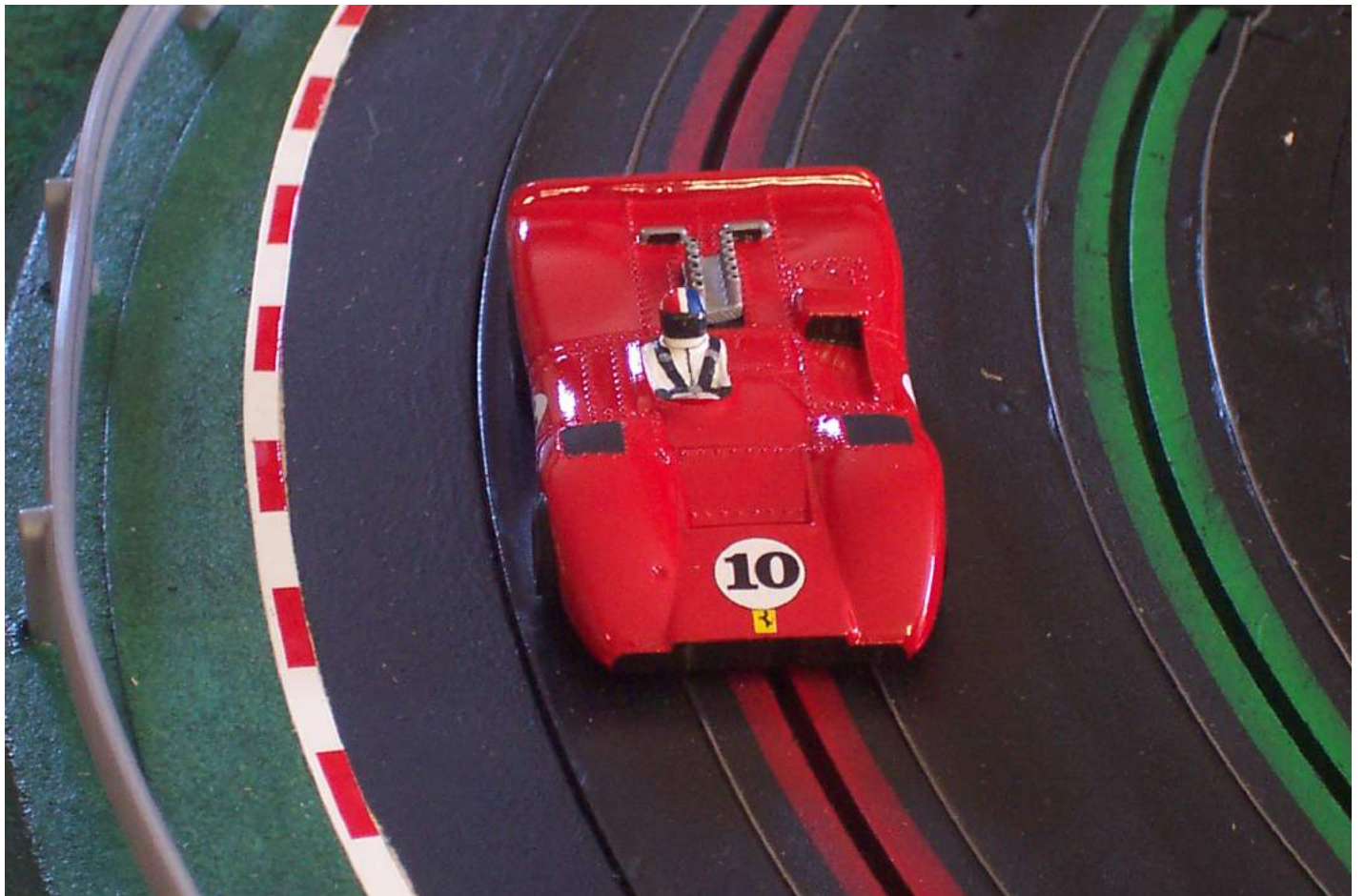
They are either on BSRTs G-Jet or Aurora AFX chassis. All are restored bodies that suffered severe damage over the years. Lots of plastic, glue and epoxy went into getting them into shape.

Although I do a lot of lexan body painting it is fun to rediscover the real meaning behind Aurora's 1960 saying "Model Motoring".

Right Stuff Racing
Greg Williams



Greg... Some beatifull Can-Am cars you have, the attention to detail in such a small scale is amazing... Thanks for sharing... Editor...



Bridgehampton Can-Am 1966, pace lap...







CHAPARRAL 2H

See more of Gary Campesi's incredible



© Copyright 2013 Gary Campesi Art & Design

ible work at www.garycampesi.com



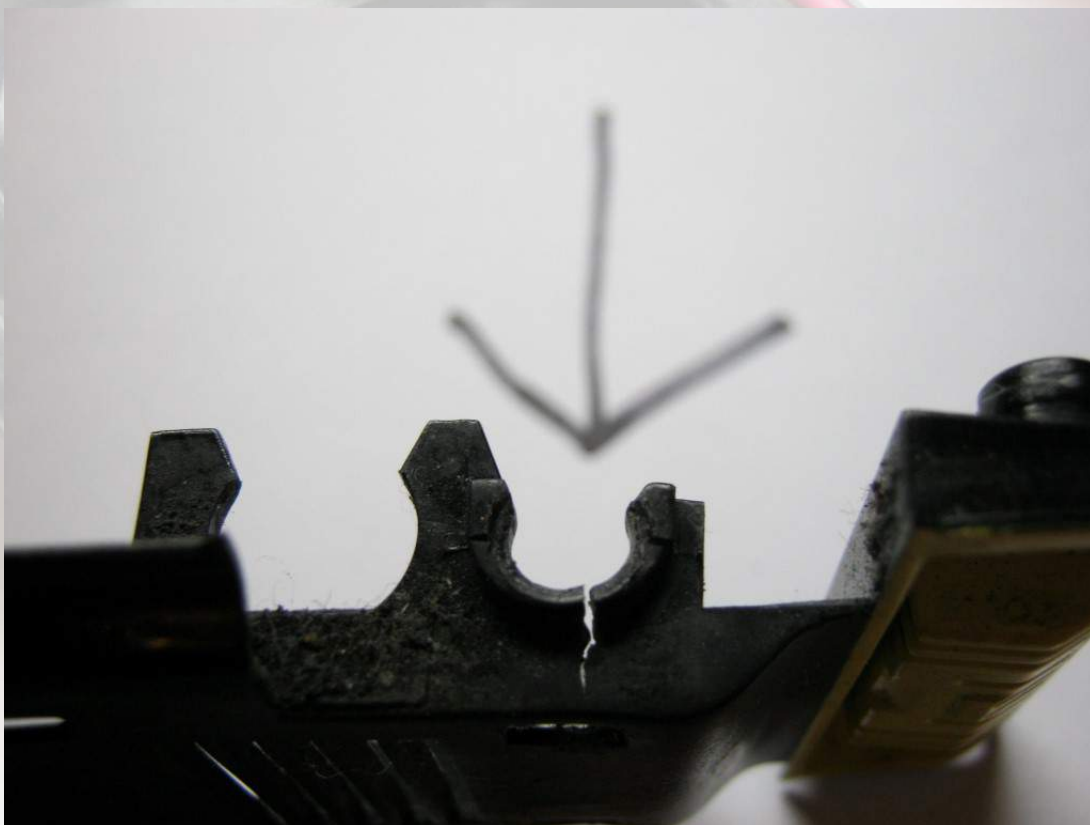
MACHINING THE SLOT CAR

WITH PAT BODARD

HO 1:43 1:32 1:24

I came up with this to solve or repair some issues with some chassis. It will work with most side or anglewinders. The stock bearing supports are designed to have the bearings snap in, which leads to issues like cracks, bad bearing alignment, loose fit, etc. Most people use quality bearings that have to be glued in, while gluing them in works great, it's usually a permanent repair that will be hard to change or replace them. Some chassis are so soft the use of magnets will cause the bearings to pinch the axle, this repair will also cure most chatter and wheel hop issues on anglewinders as well.

Here you see the cracked area of the chassis.

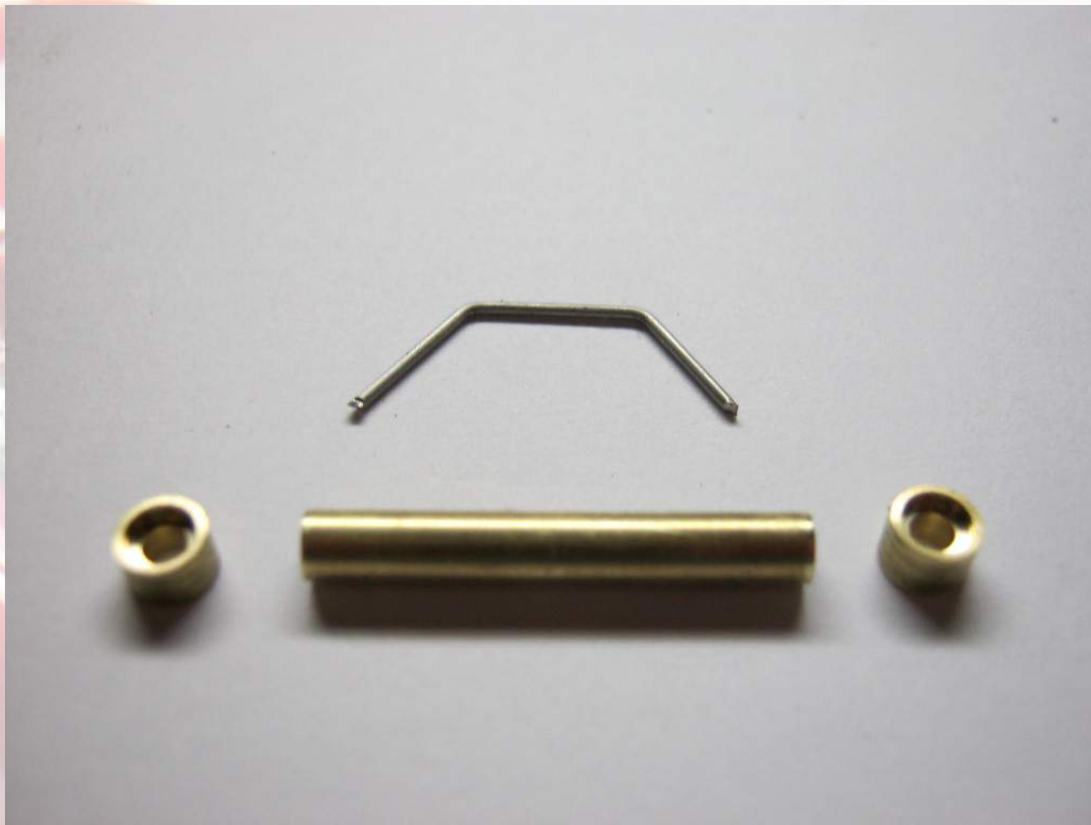


**LETTERS
TO THE
EDITOR**

*Do you have a question, comment,
or would you just like to talk...?
If so, I would like to here from you,
e.mail me today at*

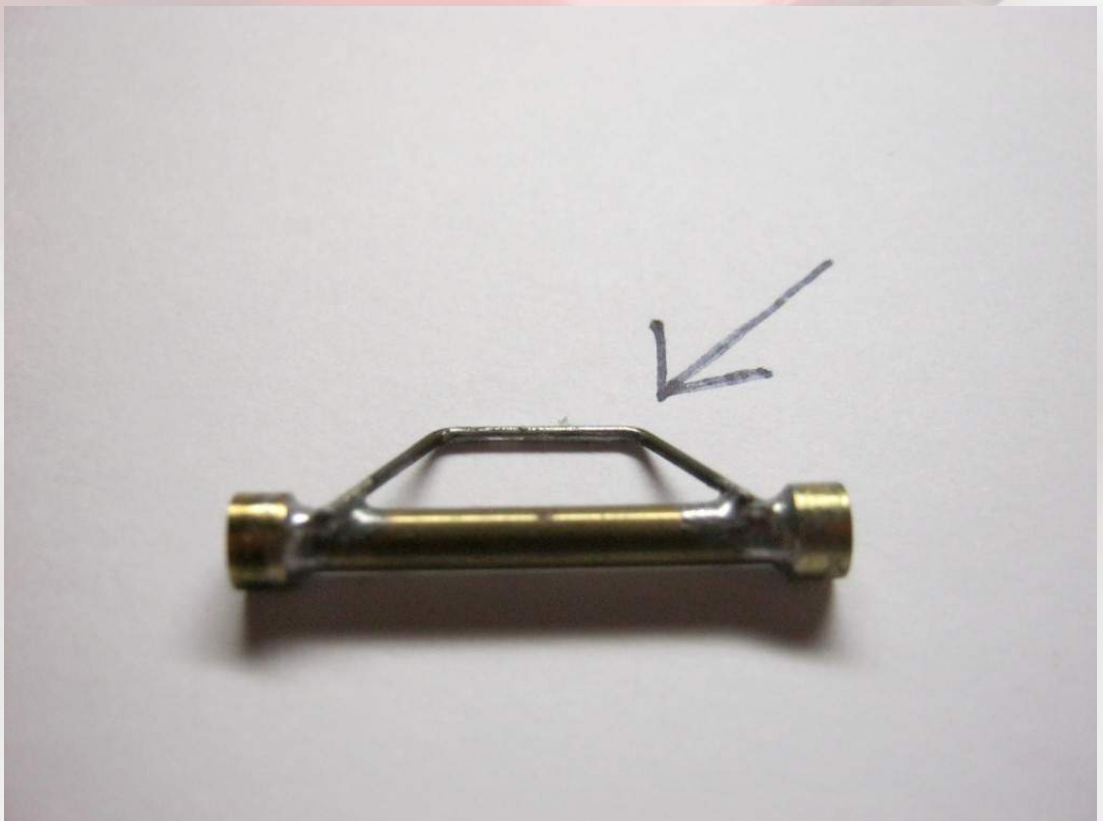
letters@slotcarmods.com

It may even be published...!

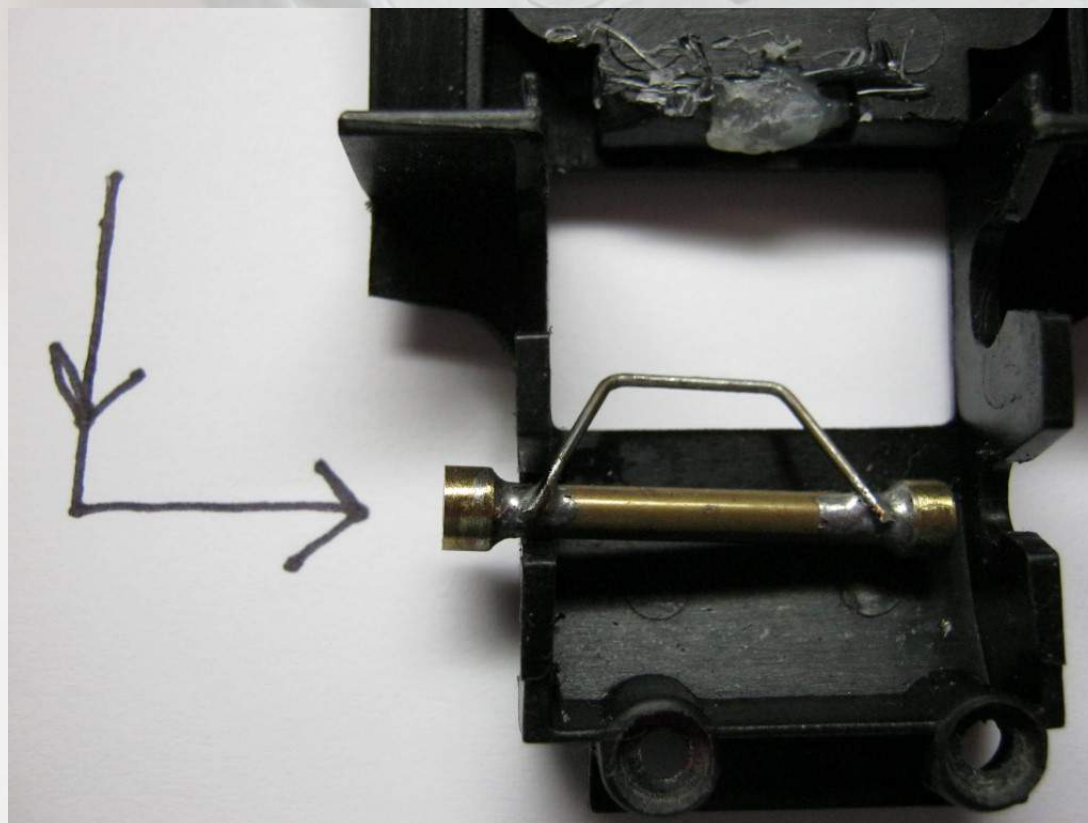
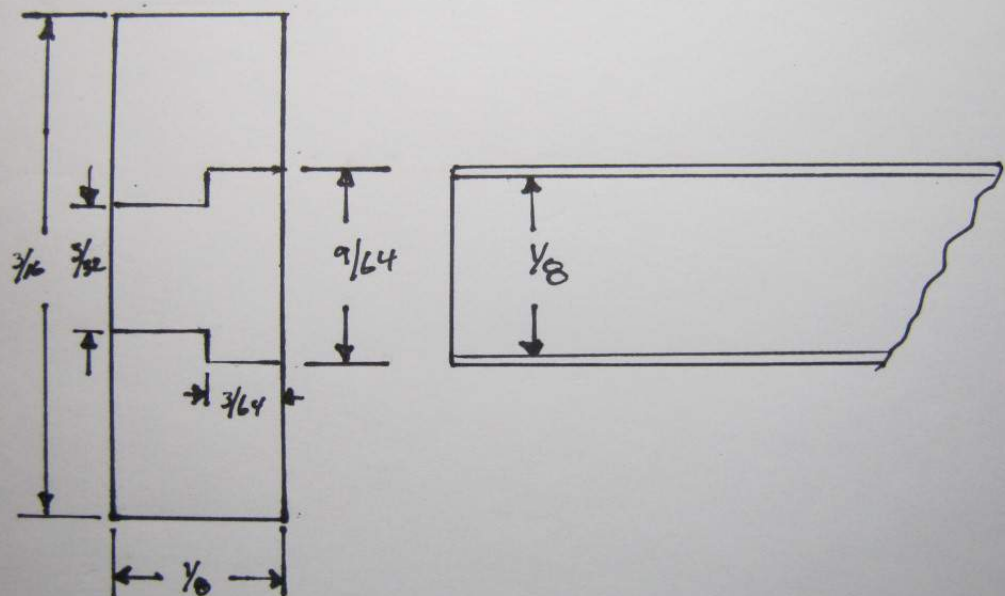


Here are the parts that are required to repair this chassis.

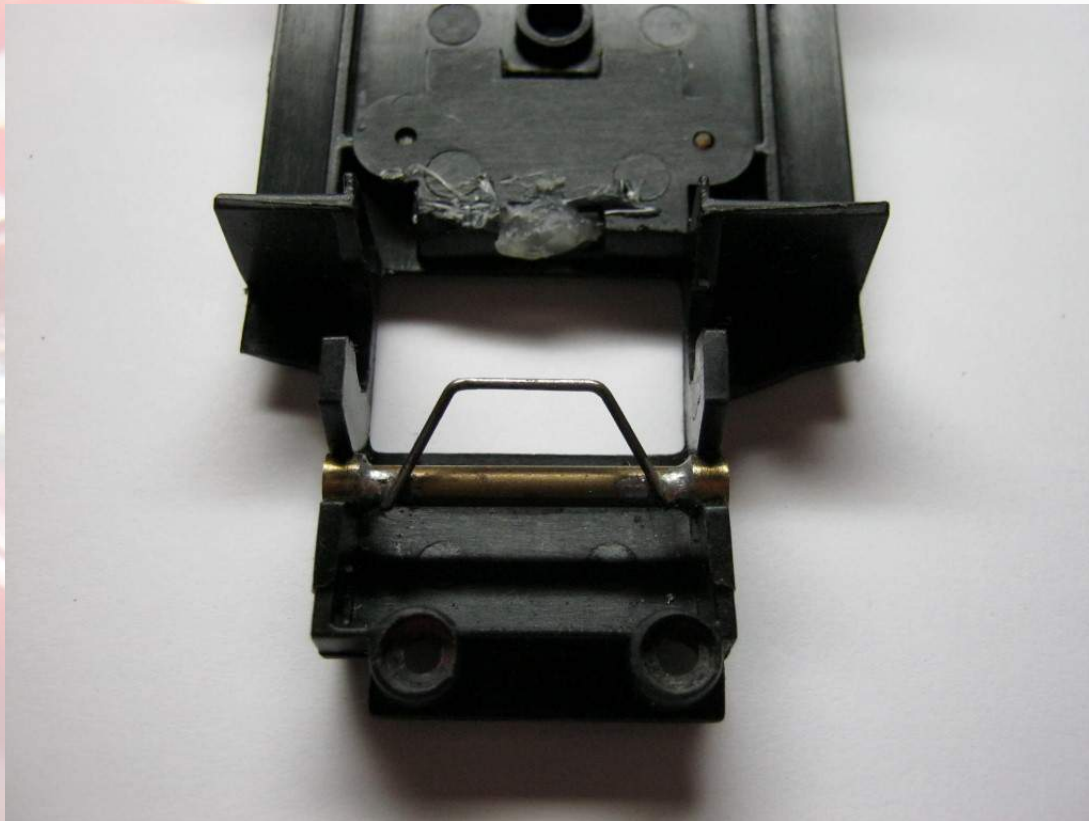
Assembled - pre tin here to assist in soldering later. I used hi-temp solder on this assembly.



Measure your chassis for exact



I used $9/64$ " x $1/8$ " tube so that it slips in as shown. And this is why there is no flanges on the bearings. The bearing is the exact diameter of the chassis, fits snug with no stress on the chassis. And the assembly is just a few thou wider than the chassis.

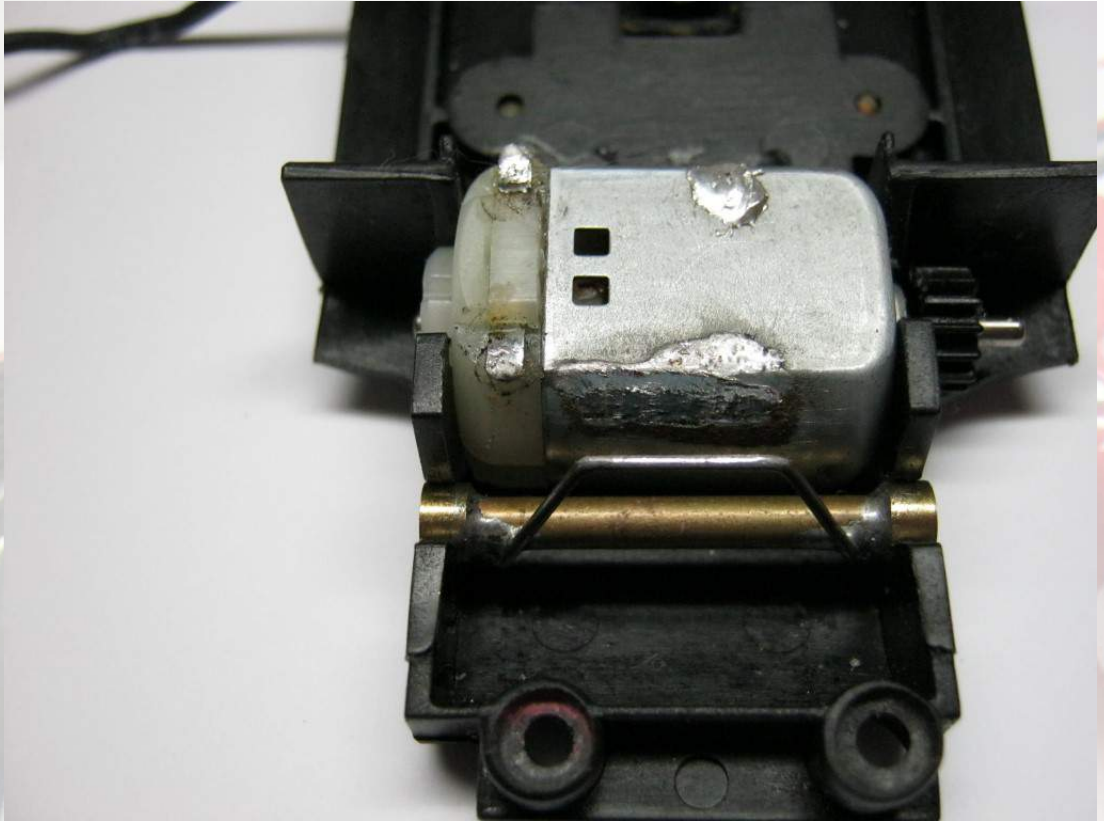


Assembled in chassis. Rotate out of way to install motor.

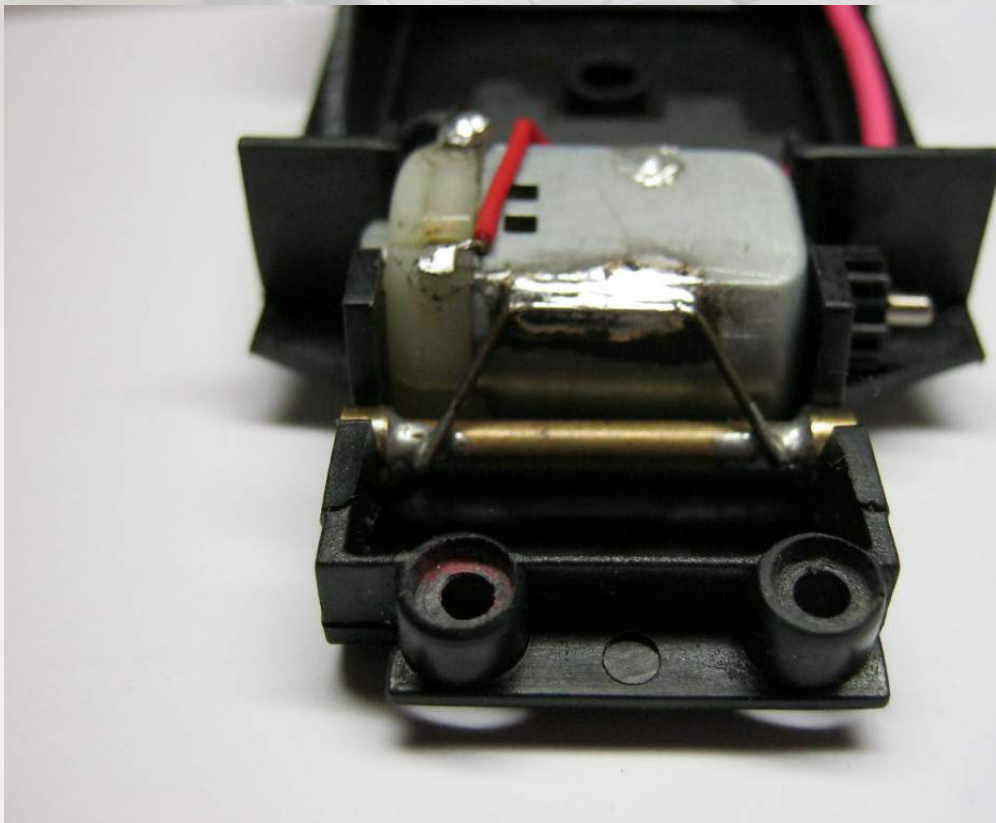
Pre tin motor with low-temp solder. I use acid flux when soldering steel. Clean with baking soda to neutralize any flux left over.



Install motor.



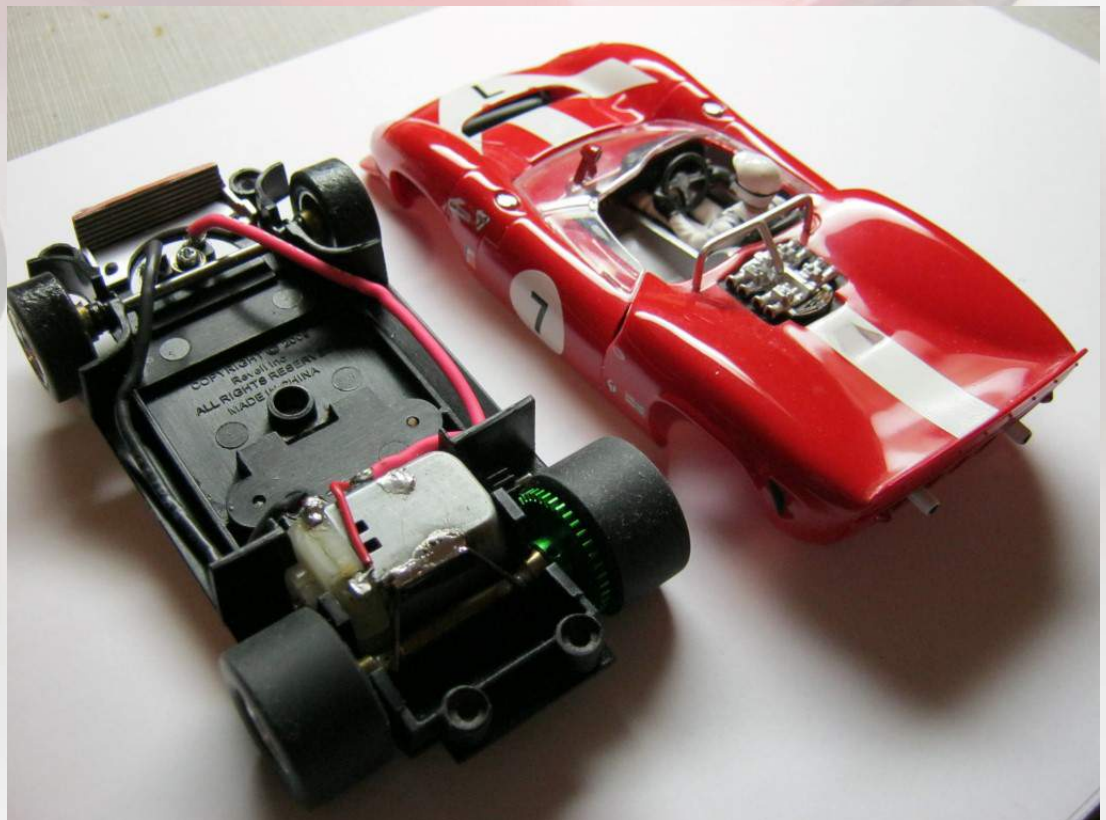
Rotate assembly and solder in place.



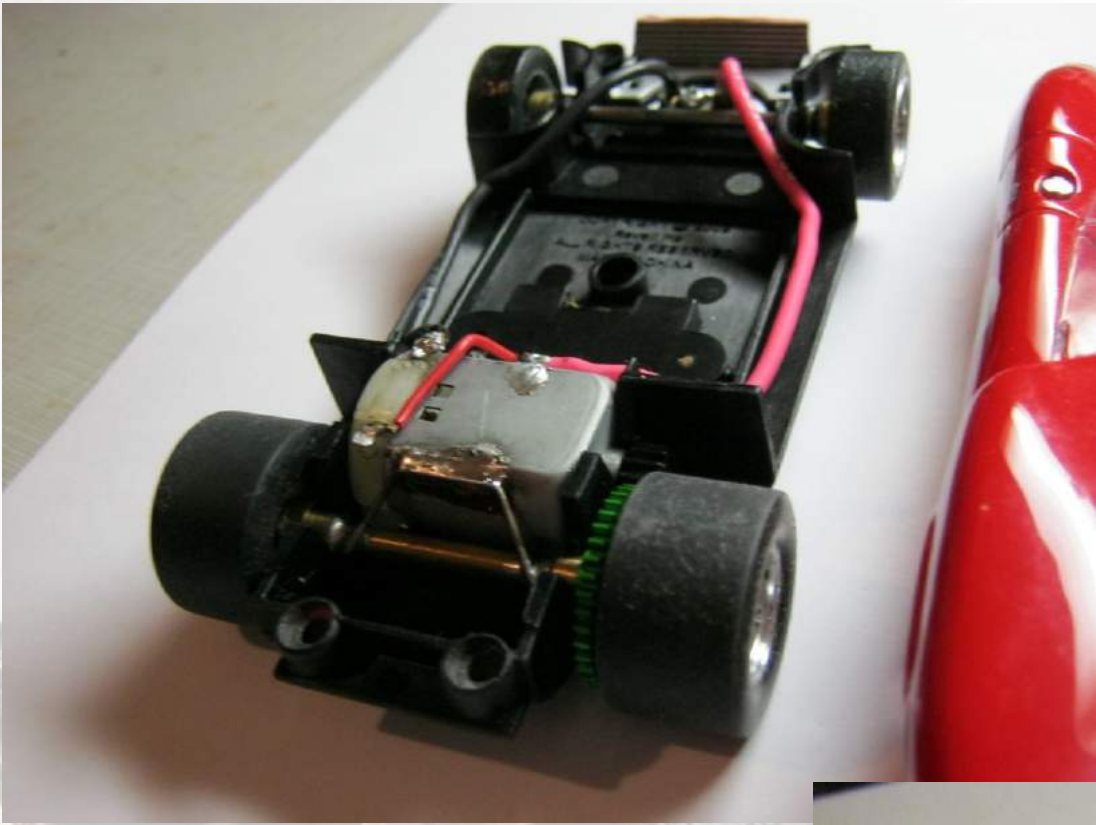
I use a 50 watt iron and low-temp solder here, Put some solder on the tip of the iron. A quick touch is all that is needed to solder it in, that way you don't damage the motor or chassis. The low-temp solder will make it easier to remove as well. The motor holds the tube and the tube holds the motor, with no added stress to the chassis.

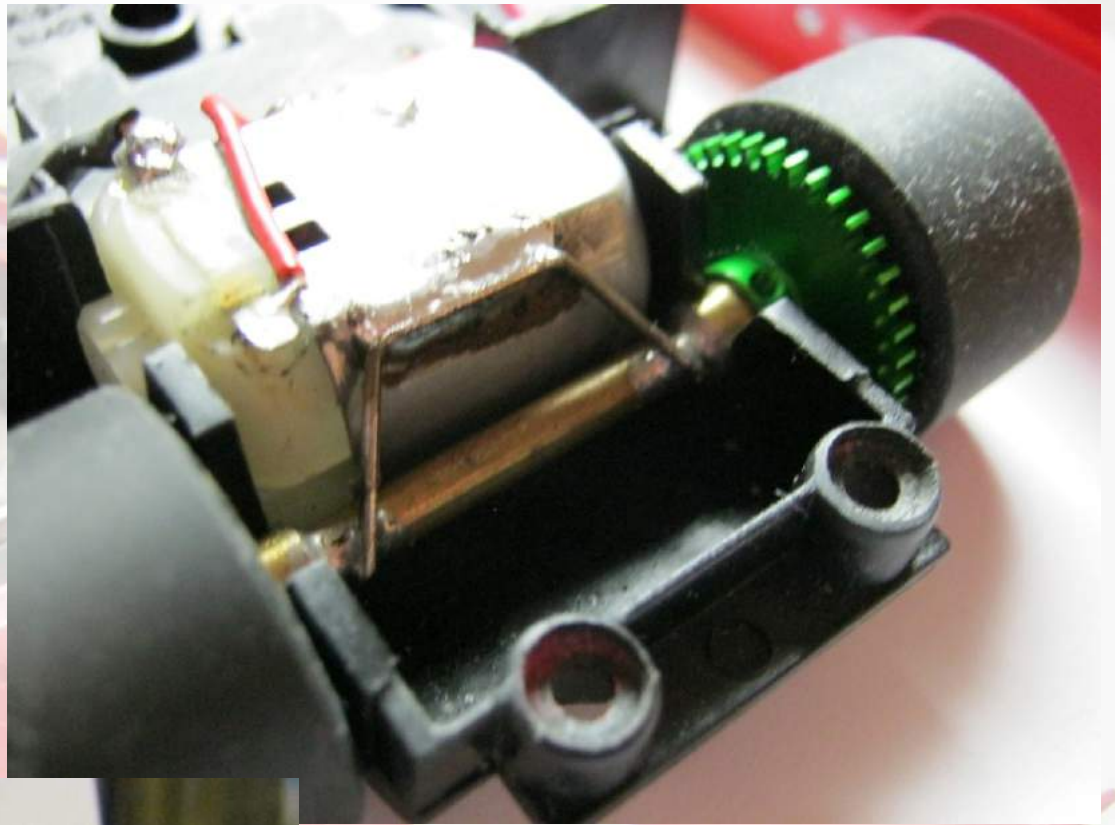


I hubbed the wheels using the method that you learned in the last issue.



Completed chassis beside body.





**Pictured here is the new
Condor II Manufactured
by the Ford Motor Company
subsidiary, Condor Coach
Corp. Two such vehicles,
complete with the
UOP Shadow Racing Team
insignia, have been acquired
by the Team to serve as
the administrative and
hospitality center on
location throughout
the 1972 Can - Am
Challenge Cup Series.**

The above information
is a from a pre-season
Press Kit introducing
the 1972 UOP Shadow
Racing Team.
[May, 1972]





UOP Shadow Racing Team

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FOR IMMEDIATE RELEASE

UOP SHADOW RACING TEAM

CHOOSES CONDOR II

SIGNAL HILL, CALIF. -- Followers of the Canadian-American Challenge Cup Series for FIA Group 7 Sports Racing Cars will have little difficulty spotting the pit and paddock location of the Universal Oil Products Company's Shadow Racing Team this season.

For, aside from the usual complement of service vehicles, the race-going public will find it difficult to ignore an eye-popping pair of motor homes which have been acquired to serve as the nerve center of the team's activity throughout the summer-long Can-Am schedule.

Chosen for this task were the products of a subsidiary of the Ford Motor Co., Condor Coach Corp., located in El Monte, Calif. Condor has earned an enviable reputation in grueling off road racing campaigns, with notable successes in the classic Mexican 1000 organized by the National Off Road Racing Association (NORRA) in Baja, California.

The model selected by the UOP team was the new Condor II, a 25-foot, self-propelled mobile home, able to sleep six in relative comfort, with bath, toilet, and cooking facilities. Other options were added to meet the needs imposed by administrative functions in the field. Fully air-conditioned, each has its own generator to assure a constant source of electricity in case outside power is not available.

Carrying through the UOP Shadow color scheme, the exterior of each Condor II is painted white, with a wide black strip surrounding the bodywork at window level. Each side has been emblazoned with a giant UOP Shadow insignia, including the now

familiar cloaked figure.

The Condor IIs will be chauffeured from race to race across the continent by members of the crew, and each will have its own specific tasks to serve.

One of the motor homes will function as the administrative base for the team's operations away from home. This will be equipped as a traveling office and hospitality center and will include a mobile telephone and desk, plus filing, and typewriting facilities. In addition, this vehicle will serve as the team's Press Center and will be used for print, radio, and television interviews with team personnel.

The second Condor II will be reserved for use by UOP Shadow Racing Team members, as a place to "get away from it all" and relax from the rigors of a 5-month race program. Here, the mechanics, drivers, and other personnel will be able to avail themselves of food and drink as required, and be assured of reasonable privacy.

Based on past performance, the Condor II is admirably suited for its intended tasks, and is expected to make a considerable contribution to the maintenance of a high standard of efficiency so necessary to the UOP Shadow Can-Am program.

#

UOP-1507
5/72

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R. G. Christophersen - (312) 391-2451

Phil Hill in Chaparral 2E



petelyons@co





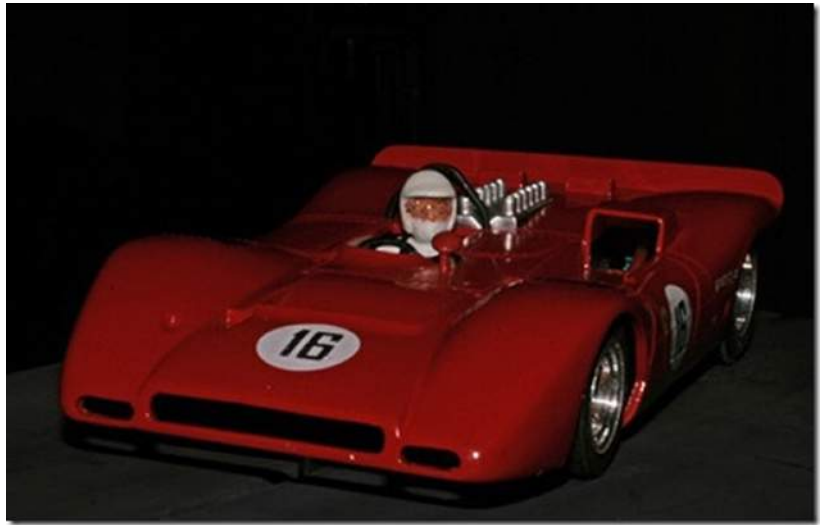
Alan Morrison shares some of his collection with us...

Strombeker McKee Olds with Revell McLaren M6 chassis.



Ferrari 5121, D'Art bodyshell with Slot-It Alfa Chassis.

Ferrari 5121, D'Art bodyshell with Slot-It Alfa Chassis.



Carrera Lola T222 with Slot-It HRS chassis.

Slot-It M8 with BWA hubs.



Thanks for sharing your great collection with us Alan... Editor...

The 1974 CanAm End of an Era

WHEN THE GROUND

SHOOK®



a feature length film now in production by
The Can-Am Film Project & canamfilms.com



When did you develop your passion for auto racing, Can-Am, and the iconic Shadow cars...? I grew up on a farm in Wisconsin, 40 miles north of Road America. My friends liked circle track and drag racing. I for some reason always took a different path and liked sports cars. Went to Road America June Sprints in 1964 and saw Bob Johnson win in a Cobra. I purchased that very car in 1972 for \$1500. Attended USRRC and Can-Am races at Road America, Mid-Ohio, Watkins Glen and Mosport. They were, and still are the Baddest of the bunch. The black Shadow's were always different and mysterious, but seemed to exotic to ever own.

How do you feel being the keeper of not one, but two of the most important Shadows that ever raced...? I appreciate and admire your dedication to these cars, having witnessed your quick and thorough rebuild of the DN-4 01-P after the unfortunate shunt... I purchased and ran my first Can-Am car in 1989. It was the 1969 Simoniz Lola driven by Chuck Parsons for Carl Haas. We enjoyed racing it for over 10 years. Owning the Championship DN4-1A and the prototype DN4-1P pretty much fills up several buckets on my list. As keeper of these cars it is pleasing that we could put together the UOP Shadow Tribute program this year. This made it possible for thousands of fans, old and new to see the cars operate as they did "in the day" full on and loud and raucous. We tried to have them run together when possible so the Shadow Team was in its fullest effect. The Road Atlanta shunt was our worst nightmare. But once we knew Craig Bennett was okay we knew we had to restore the Championship car in time for Road America. We were able to assemble 5 out of the 6 DN4'S ever built, for the event. Seeing Craig and Leah drive the rebuilt DN4 to the concourse made it all worthwhile. I hope we can continue to run the cars in the future at selected events. Just seeing them statically displayed does not do them justice or show their true nature.

Are there any subtle differences between the two Shadows or are they identical...? The 2 cars are virtually identical technically. Because the 1974 series was only 5 races and they were never run privately "in the day", very little development was done. The differences are in some attaching brackets and accessories. However they do have subtle differences in dynamic characteristics. The wedge shape is very sensitive to ride height and due to slight differences in how the bodies are mounted requires us to run slightly different ride heights. At Road America the car has a tolerance range for front ride height of about 1/2 inch between dragging the body and the front getting light on the front straight. These are brutal but delicate cars to drive at full race speeds.



Jim Bartel, Craig Bennett & crew...
a Dan Boyd photo



Do you have any insight on the man behind this amazing mark, Don Nichols...? I first met Don 25 years ago. I do not know him well but every encounter is interesting and shows a little more of his personality. He was definitely a true innovator but a challenging individual as noted by many who knew him in his prime.

How did your UOP Shadow Tribute 2016 tour came about, and tell us about the excitement it has generated...? The UOP Shadow Tribute tour was developed to support the 50th anniversary of Can-Am and the 4 races featured. The hope was to have original fans, team members and employees relive the Historic Thunder one more time and show new fans the thunder they provided. There are many new race cars that can run fast times with current technology but few that provide the sheer adrenaline rush of 500+ big block putting out over 900 horsepower in a 1700 lb car.

Were you ever exposed to slot car racing, and what are your thoughts on the hobby...? I built and ran slotcar in the 60s and 70s. I enjoyed making them as detailed and accurate as possible. This was likely the reason I stopped running them. I had built a Chaparral slot car complete with working high wing. I took it out to test it and on the second lap another person leaned over to get their car, putting their hand on the track just in front of my racer. The car exploded into pieces and I never recovered and stopped racing them soon after. The slot car tracks I see being done today appear to be returning to the more realistic style I loved back then. After all these years I may try it again.



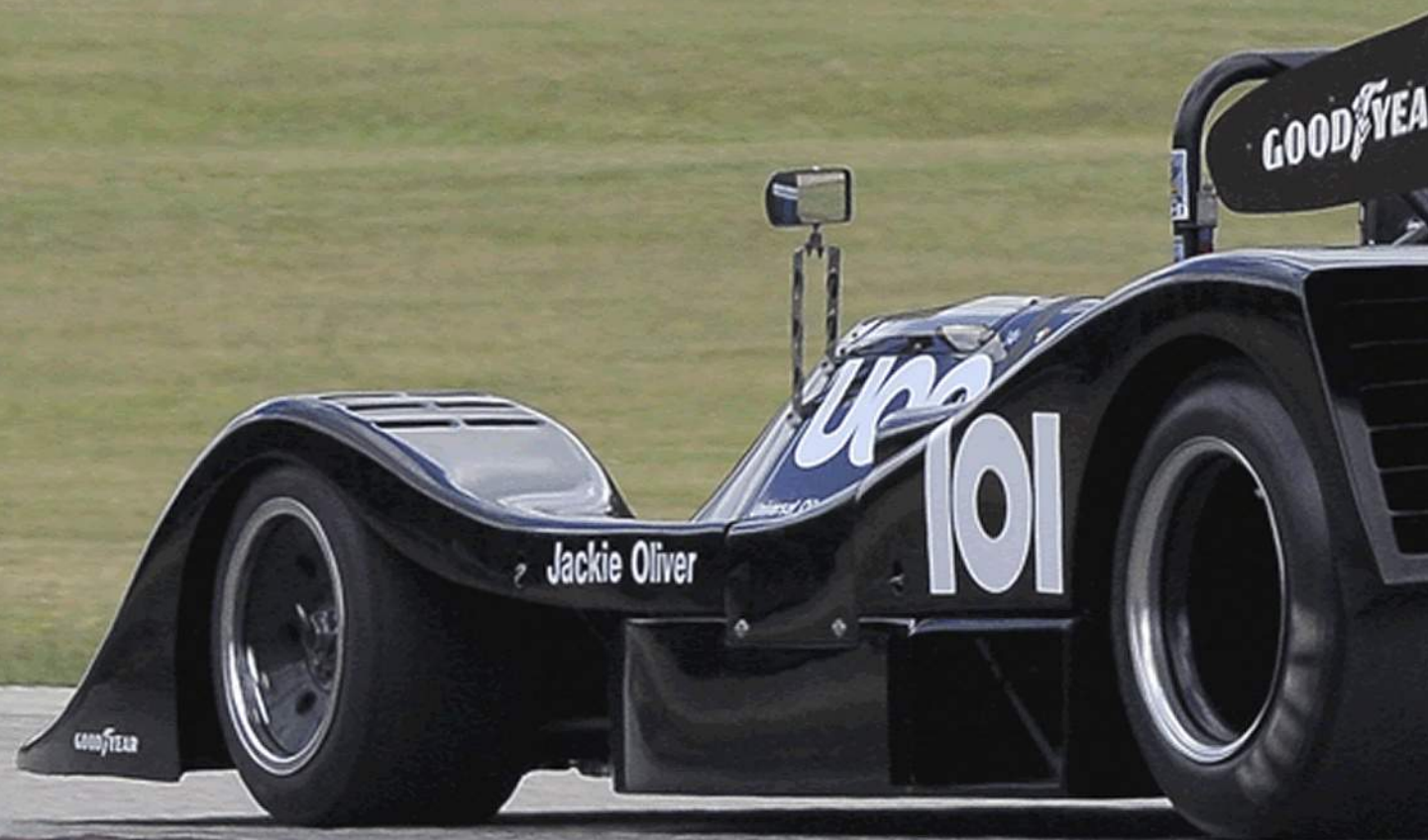


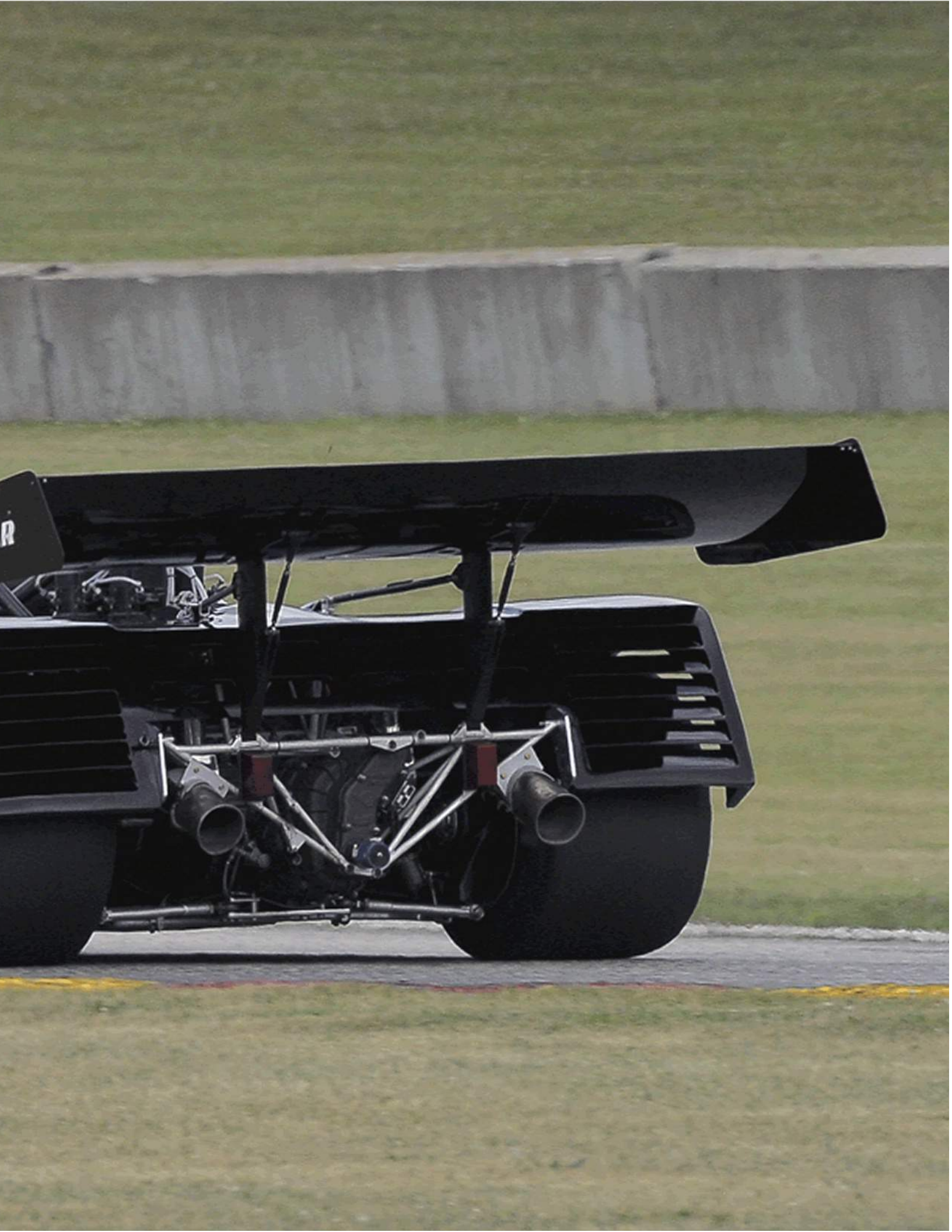
a Dan Boyd photo



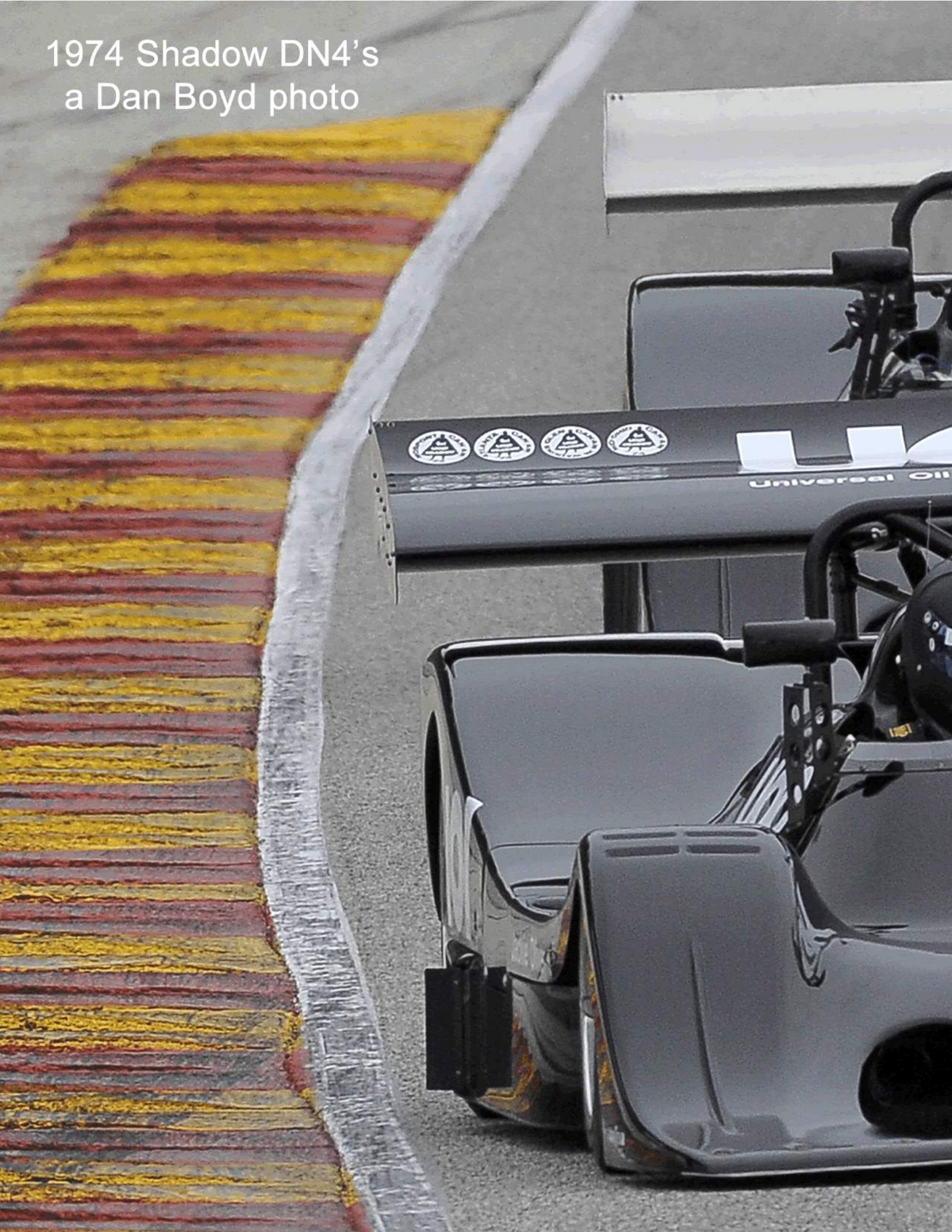
a Dan Boyd photo

1974 Shadow DN4
a Dan Boyd photo

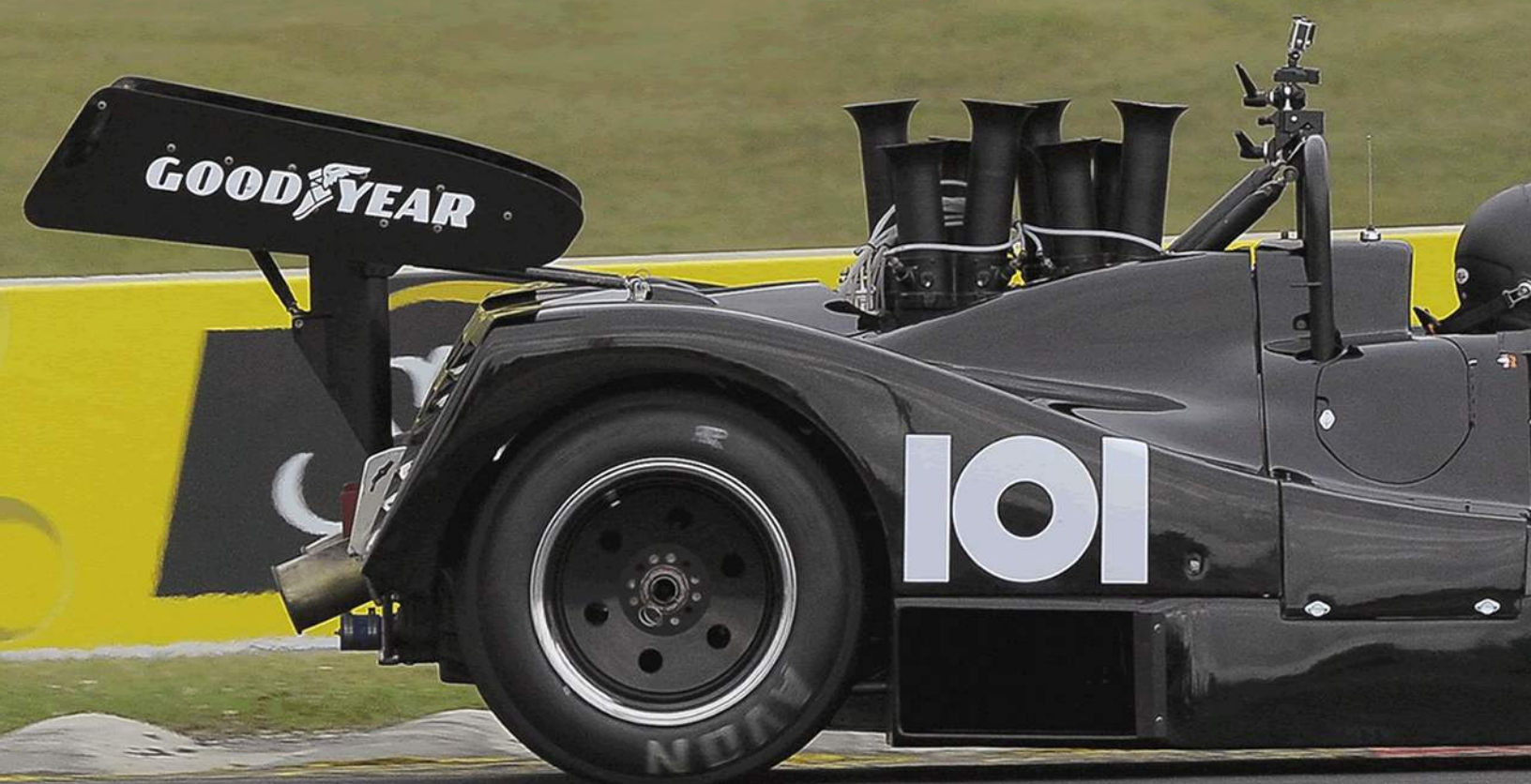




1974 Shadow DN4's
a Dan Boyd photo



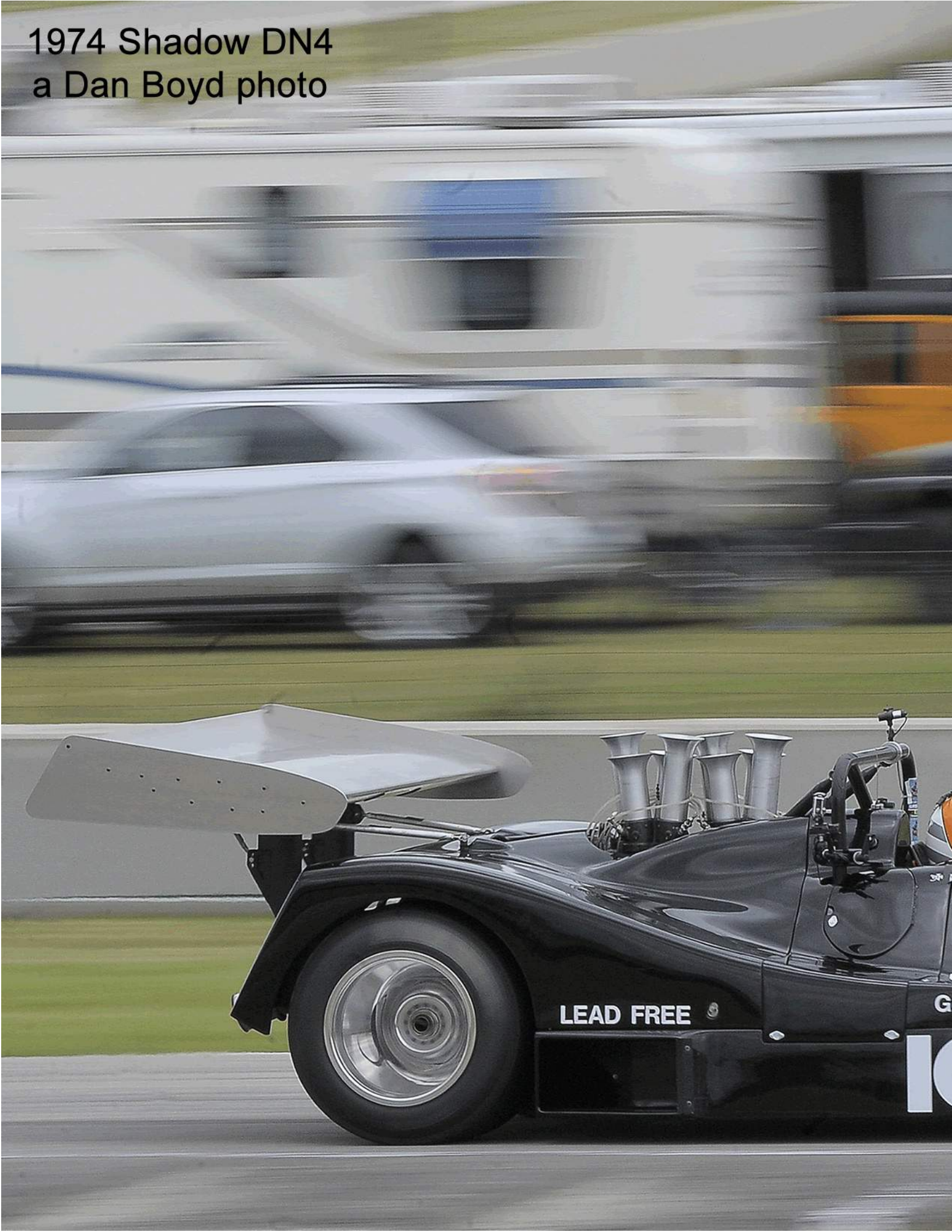


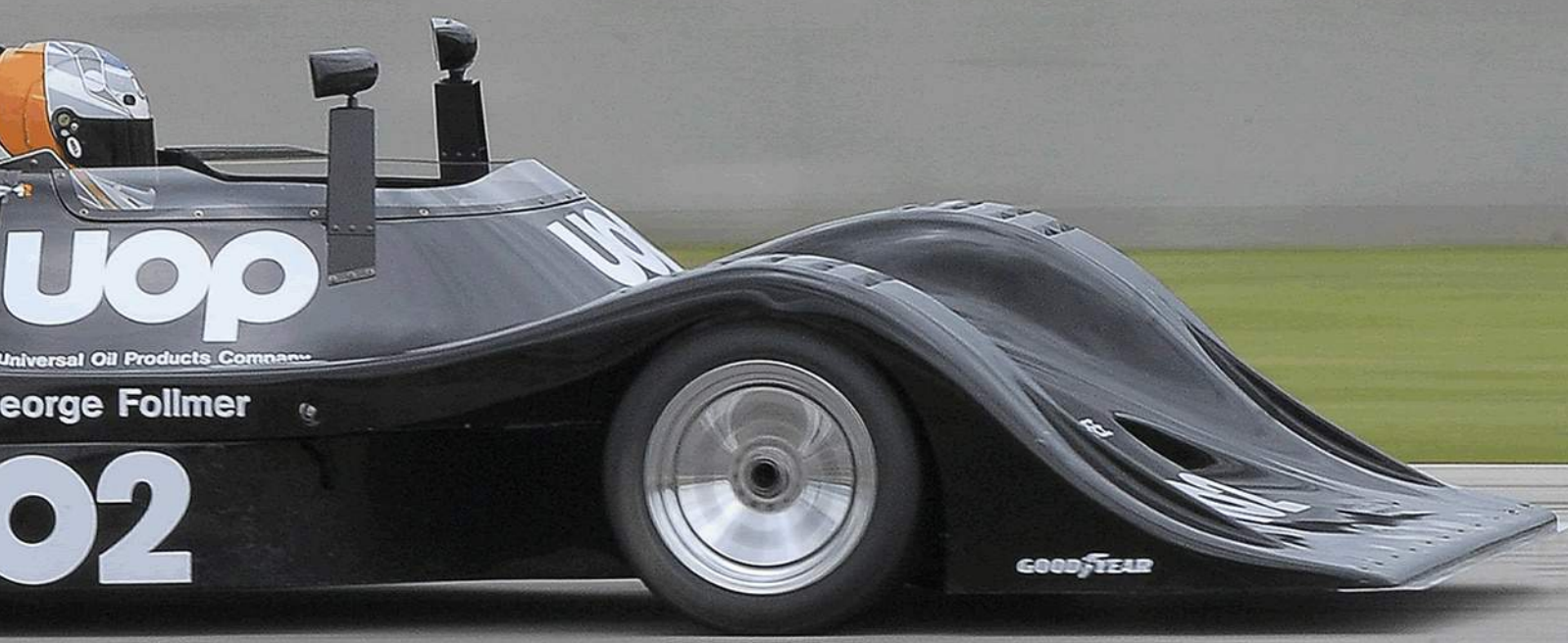




1974 Shadow DN4
a Dan Boyd photo

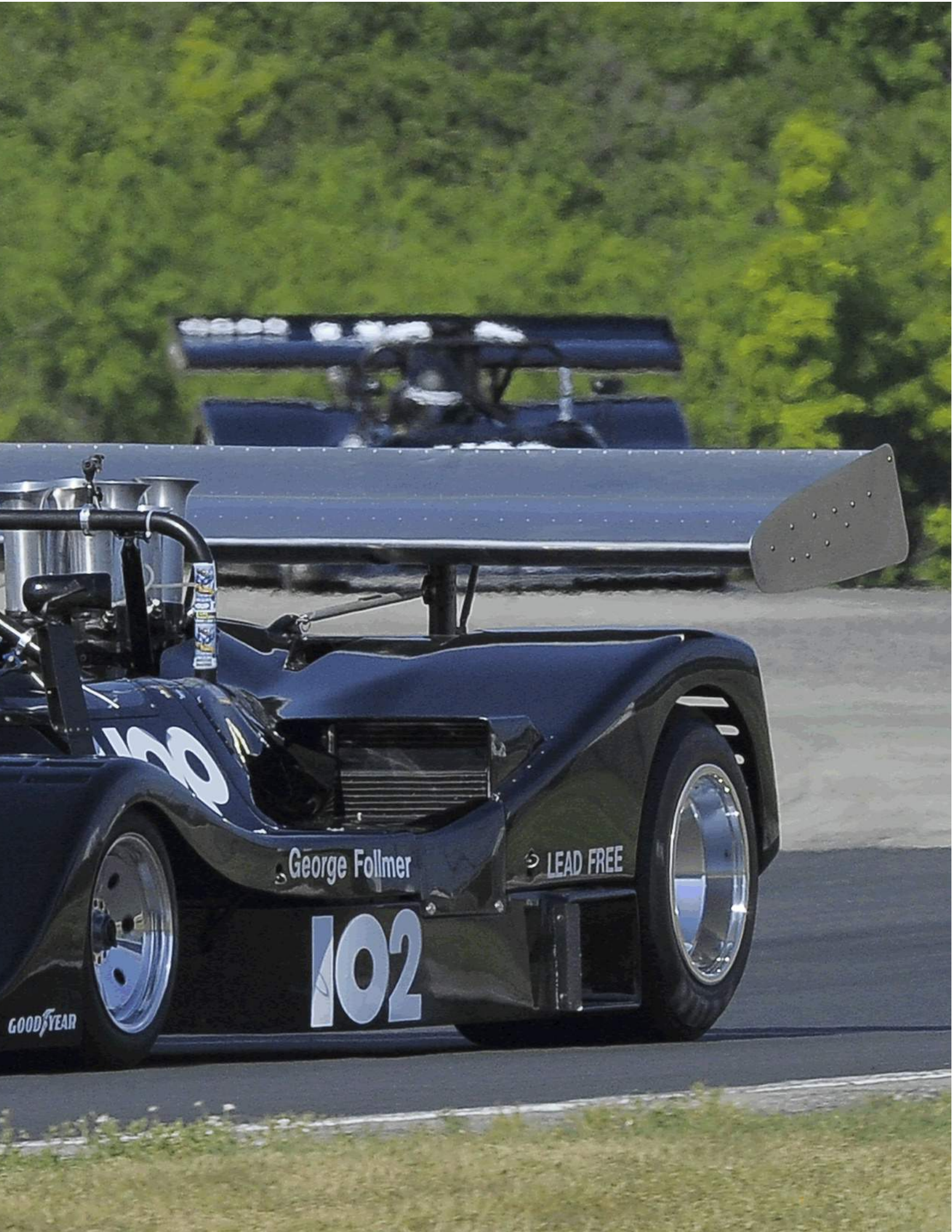
1974 Shadow DN4
a Dan Boyd photo





1974 Shadow DN4
a Dan Boyd photo





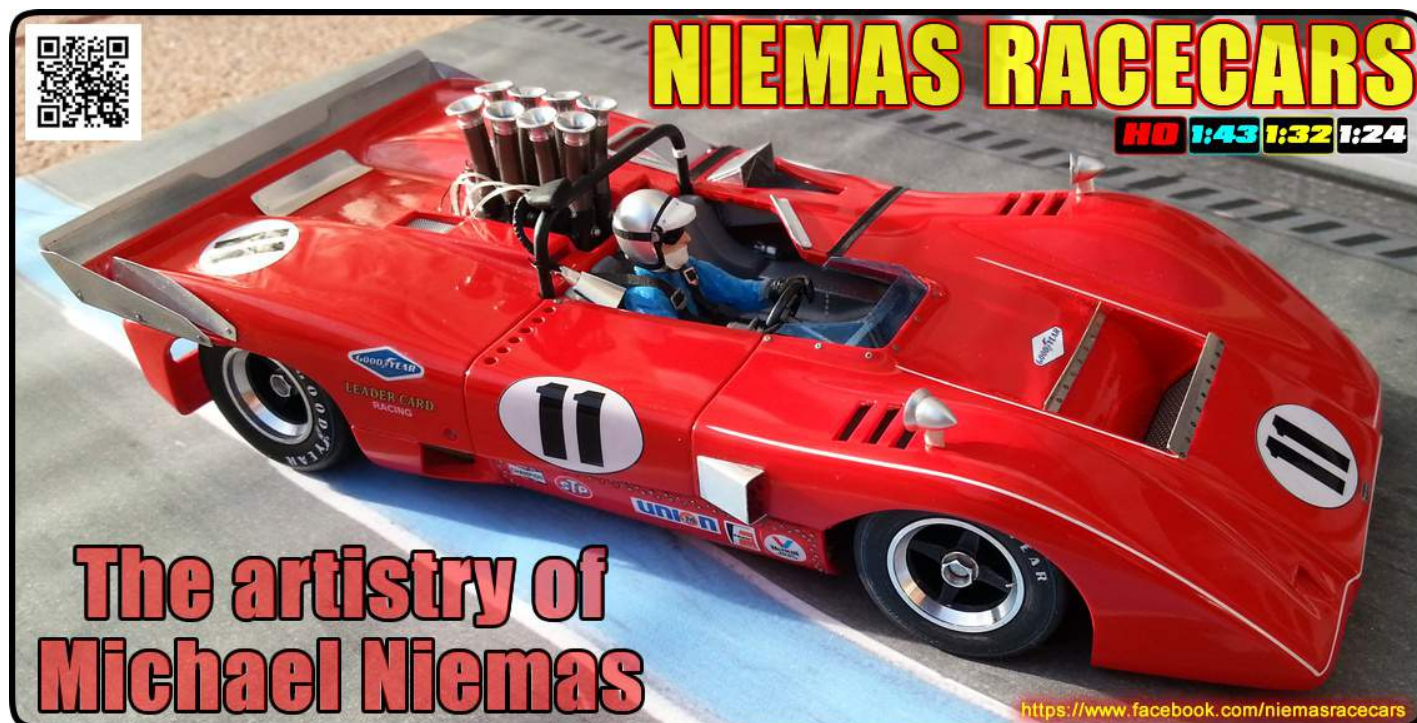
George Follmer

LEAD FREE

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GOODYEAR





AT WHAT AGE DID THE PASSION IGNITE FOR YOU IN THE FORM OF SLOT CAR RACING...? The passion for slot cars came up when I was 18 years old. I started model building as a young boy and when a friend of mine asked me to paint a 1/24 McLaren F1 Gulf LeMans body for him, my interest was awaked.

At the begining slot racing was nothing really serious to me, but after I got in touch first time at a 30 meter club track I got infected totally. I was so bad that I had the motivation to get better and better...

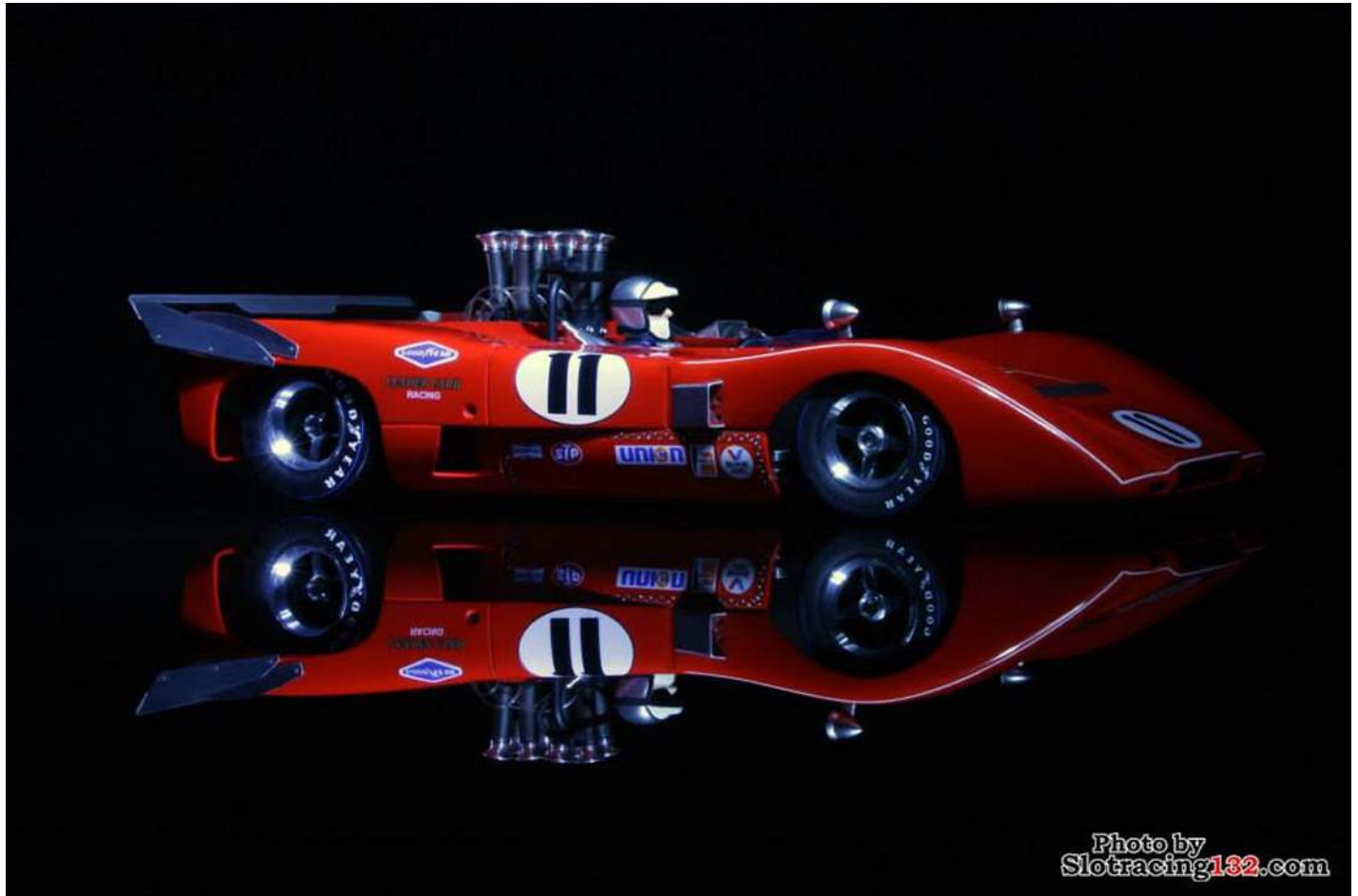
WHAT ARE THE DECIDING FACTORS IN THE TYPE OF SLOT CAR THAT YOU BUILD NEXT...? These factors are given by the race events I want to start. That are mainly classic or formula races. But I also like the ultra fast modern classes with WEC cars for example.

CAN YOU TELL US A BIT ABOUT THE PROCESS THAT GOES INTO MAKING ONE OF YOUR SLOT CARS/ART PIECES...? First of all I have to say, that I always try to create the best compromise between a good and high detailed look and performance. So I try to make them as nice as display models and as fast as pure racing slot cars. This creates often a lot of additional work. So generally I build 1/24 scale cars with chassis made of brass and carbon fibre. All components are generally the best I can get or make. Regarding the set up I can look back to 16 years of racing these miniatures up to 4 world championship titles on top.

For the body I try to build all as fine as possible, but also as light as possible to generate the best possible performance on track.

So I am doing normally milling, modelling, molding, casting, fitting, sanding, painting, decaling, assembly work, pictures, set up at the track and finally the race event ;)

My next project will be a Porsche 917/10 test car for the Fein Design Meeting in autumn. That's from my point of view an amazing event for historic slot cars with more than 120 different cars each year.



WOULD YOU CARE TO SHARE ANY TIPS FOR BUDDING SLOT CAR CREATORS/ARTISTS...? Hard to say where to start on this point... Generally I would say, that it's very important to wait until one process step is finished, before rushing to the next. Otherwise you will be unhappy at the end, if there are things you don't like. Try to get in contact with other people doing that hobby and share your knowledge or ask for their opinion. You can find infos on magazines, on the web at blogs or groups at facebook.

WHAT MOTIVATES YOU TO CONTINUE YOUR CREATIONS...? I am addicted to motorsport totally, so I am interested in so many cars that it will be impossible to build them all. But I have a "must do" list in my mind. Then I love to see these finished cars one after the other running on the track. That makes me happy ;)

CAN YOU TELL US ABOUT ANY UPCOMING PROJECTS THAT YOU MAY HAVE...? My next project will be a Porsche 917/10 test car from Willi Kauhsen. That car didn't enter at a race, so it will be a very unique thing with a lot of work to do.

AND WHAT'S THE BEST WAY FOR OUR ENTHUSIAST'S TO FOLLOW YOU...?
The easiest way to follow me and my project is on facebook
www.facebook.com/niemasracecars

DO YOU HAVE ANYTHING ELSE THAT YOU'D LIKE TO SHARE...? I like formula cars very much and to build and race with these slot cars makes a lot of fun to me. They are very precise in handling and very fast. It doesn't matter what decade, but the best looking cars to me where the ones from the 1970ties.



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FOR DETAILS VISIT**

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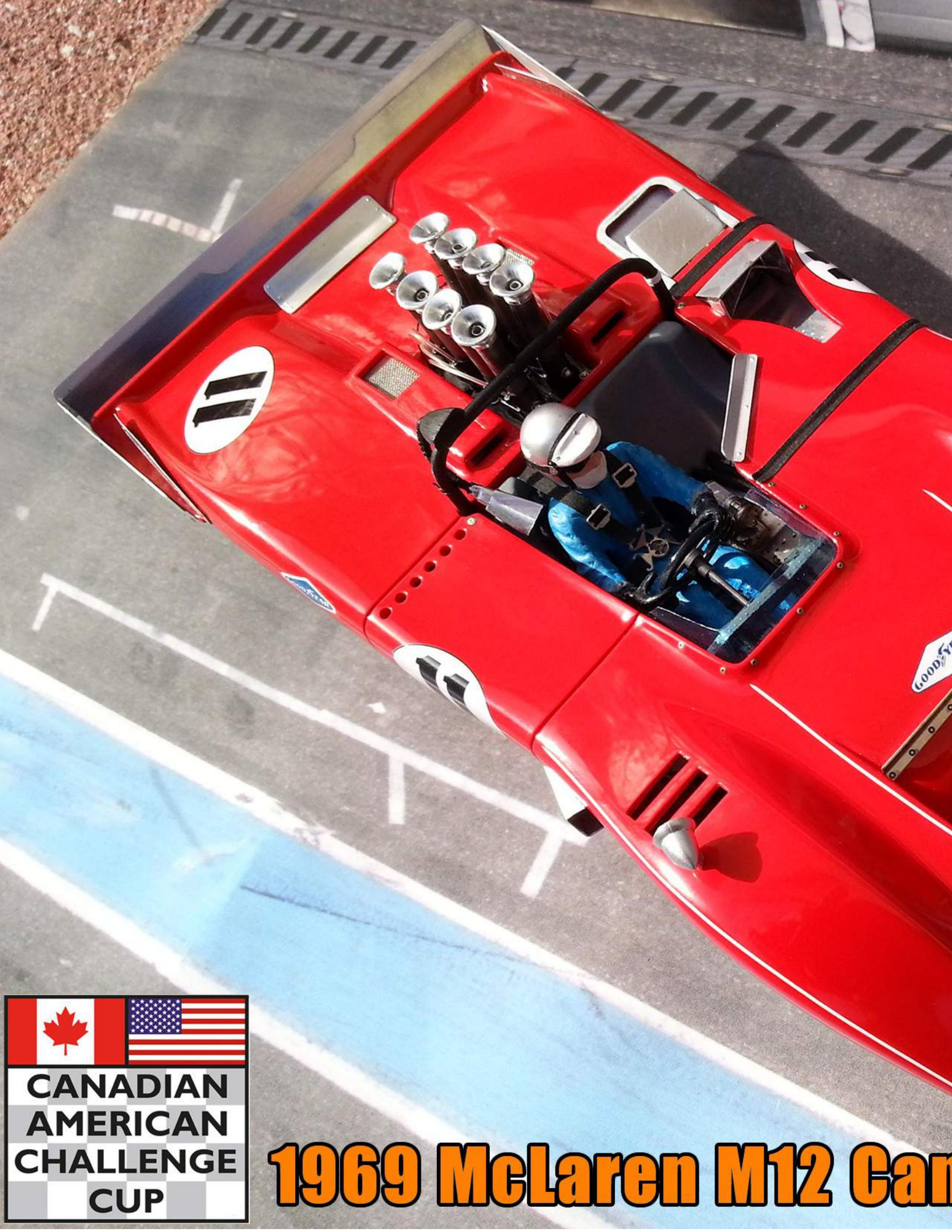
1 Ferrari 512P Can Am



1970 March 707 GFK Ca



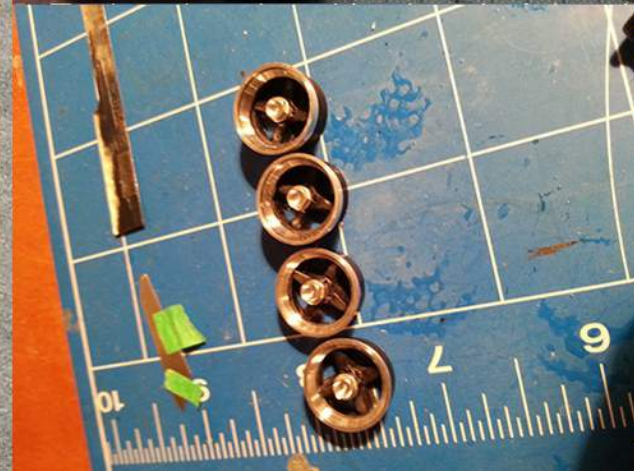
an Am



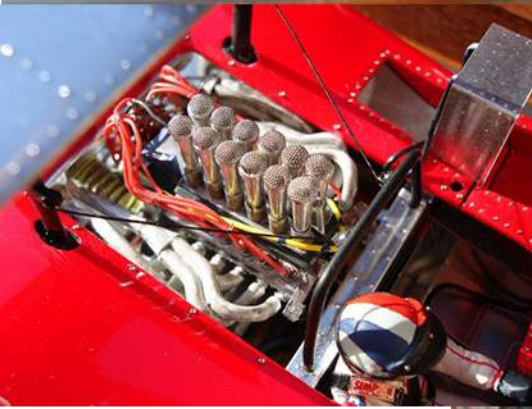
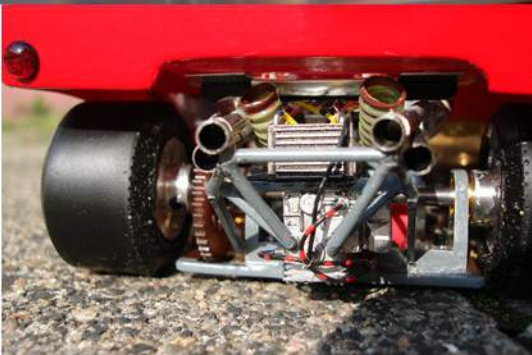
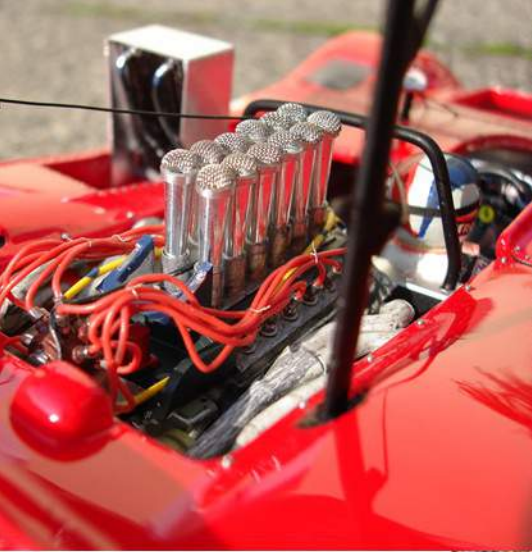
1969 McLaren M12 Can



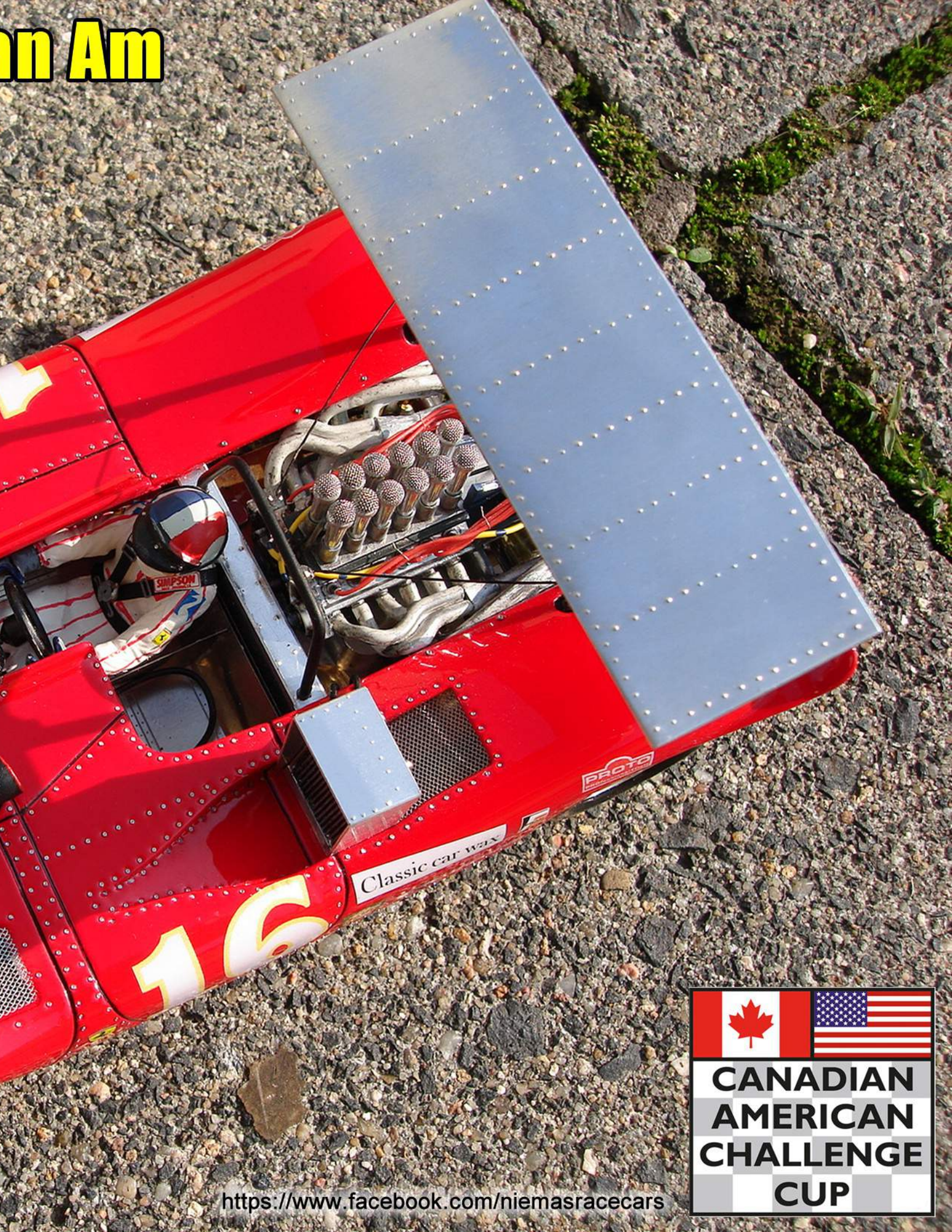
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1968 Ferrari 612 Ca



n Am

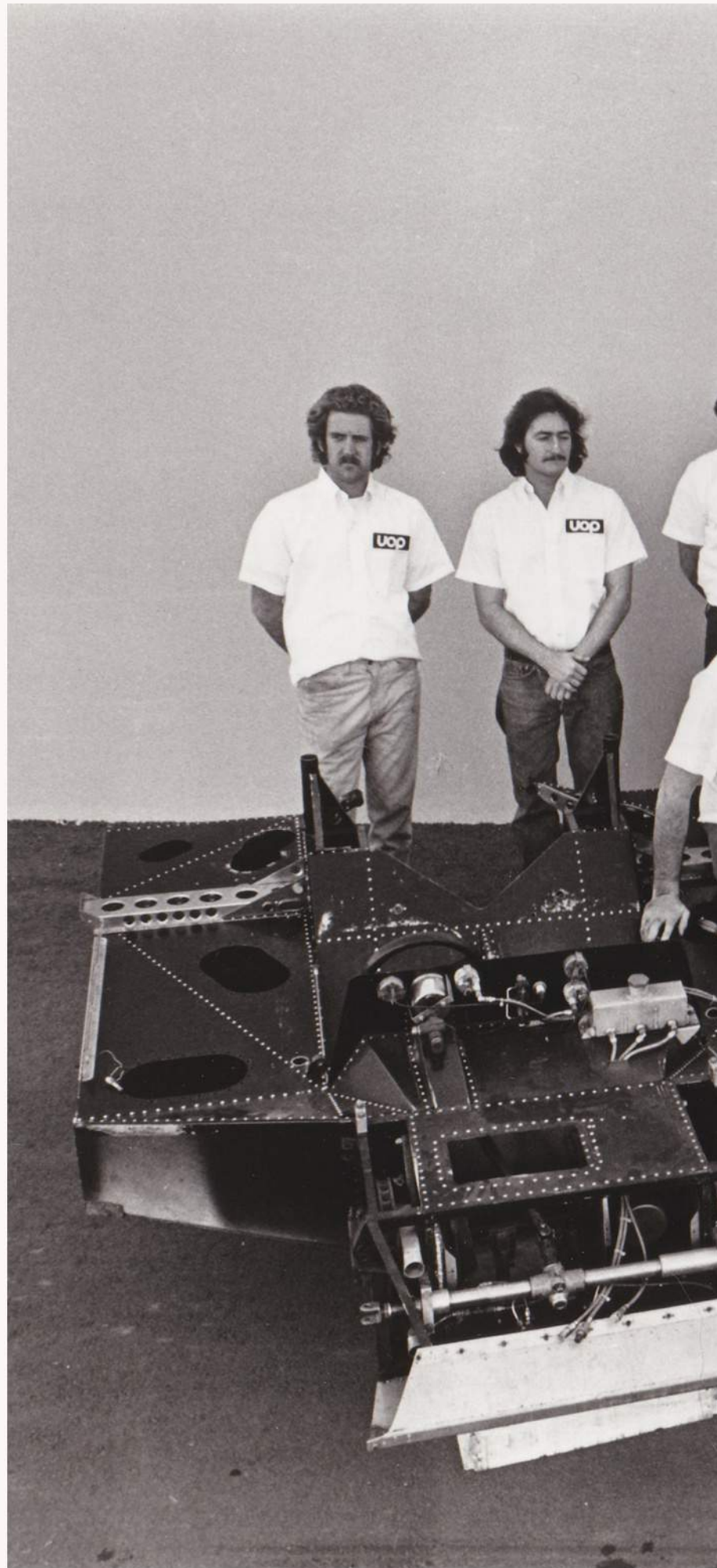


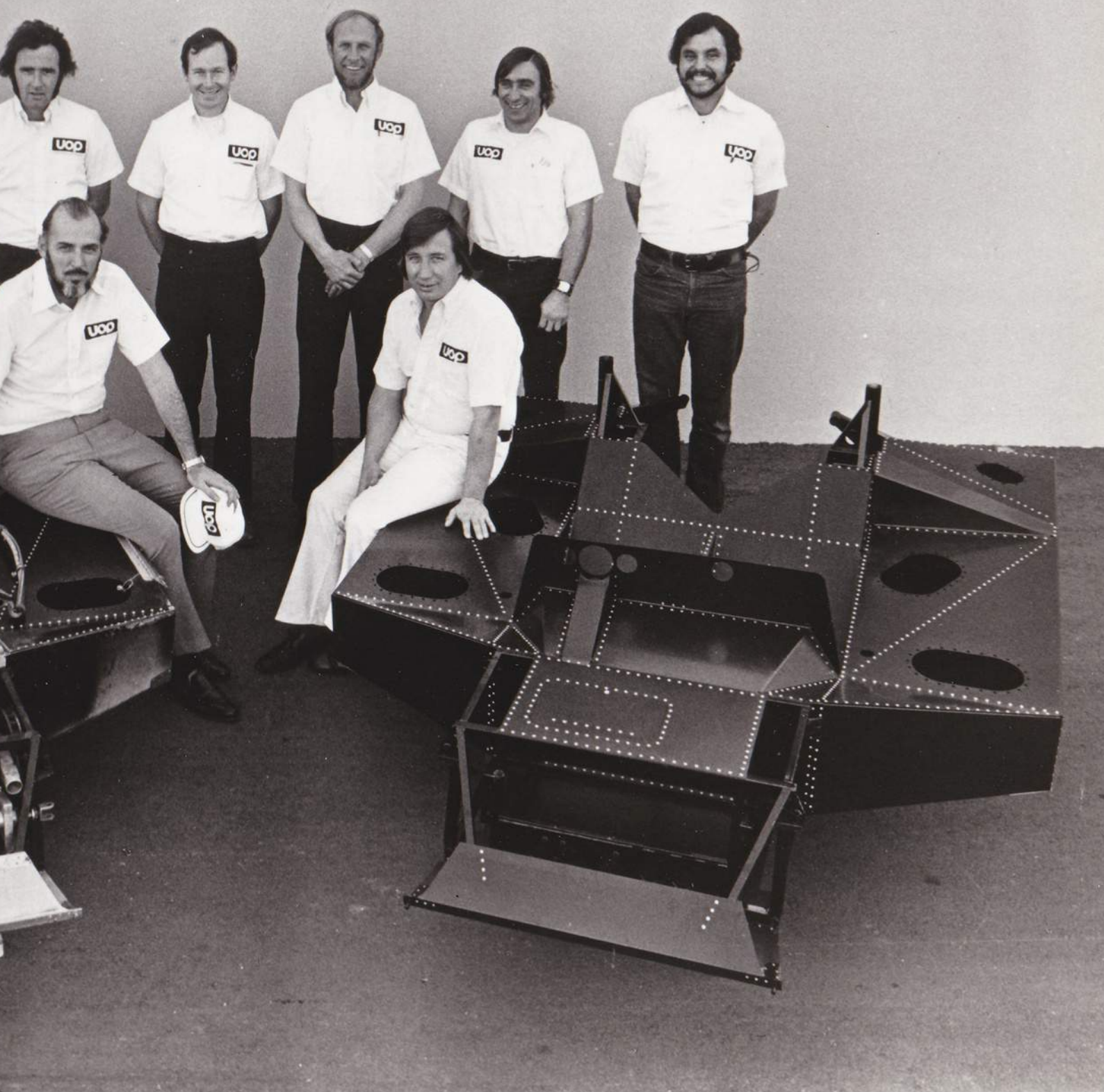
<https://www.facebook.com/niemasracecars>



**The powers that be behind
Advanced Vehicle Systems Inc.
Don Nichols [seated left]
owner of the UOP Shadow
Racing Team, flanks his
race car designer and
developer, Peter Bryant, at
the AVS shops in Signal Hill, CA.
Before them are the old and
new monocoque chassis. To
the left is the 1971 model and
to the right, the revised
version for 1972. Two
completely new UOP Shadows
are in the making for the
1972 Can-Am Challenge Cup
Series.**

The above information
is a from a pre-season
Press Kit introducing
the 1972 UOP Shadow
Racing Team.
[May, 1972]





UOP Shadow Racing Team

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FOR IMMEDIATE RELEASE

DON NICHOLS MASTERMINDS

UOP SHADOW CAN-AM PROJECT

SIGNAL HILL, CALIF. -- For the third successive year, Don Nichols' Advanced Vehicle Systems will field a contender in the prestigious Canadian-American Challenge Cup Series; the \$1 million, 9-race schedule for FIA Group 7 Sports Racing Cars sanctioned by the Sports Car Club of America and the Canadian Automobile Sport Clubs.

And, for the second year in a row, Nichols' campaign will be sponsored by Chicago-based Universal Oil Products Company (UOP), a diversified manufacturer and licensor of refining processes.

The UOP Shadow, as Nichols' Can-Am car is called, has been designed by the expatriate Englishman, Peter Bryant, whom Nichols contracted in 1970 to supervise his program of race car development.

An avid innovator when it comes to land-based vehicular transportation, the Missouri-born Nichols traces the beginnings of his involvement with automotive competition to Japan in the mid-fifties, after his retirement from the US Army. While acting as representative for various performance-oriented firms like Firestone and Goodyear, Nichols' presence was soon felt in virtually every phase of motor sport, from conducting auto races under sanction from U.S. groups to actual participation. As an Isuzu works driver, he finished 4th overall in the 1964 Japanese GP, and, under the colors of his own Team Toro, finished first in class in the same event in 1968.

-more-

Returning to the U.S. the following year, Nichols formed Advanced Vehicle Systems Inc. as an organization to promote the design and construction of vehicular systems for the consumer, the military, and the sporting markets. In 1970, AVS brought forth its first offering, designed by Trevor Harris, the ill-fated, go-kart-like Shadow I. An unfortunate highway accident after the Quebec Can-Am race, however, wrote off the car, and with it were dashed Nichols' hopes for further development that season due to a lack of funds.

With Bryant in the fold, 1971 began with an attempt to meld the best qualities of the original Shadow with Bryant's impressive Ti22. UOP was attracted into backing the program, primarily as a mobile laboratory for proving lead-free gasoline as a viable competition fuel, and also as a test bed for additional products from its other operating divisions. Teething problems conspired to limit the car's effectiveness in the hands of endurance racing expert, Englishman Jackie Oliver, but Nichols and UOP have proven their point -- lead-free fuel is a workable proposition.

Expanding his operations for 1972, Nichols moved his organization to larger premises in the Signal Hill Industrial Park, then proceeded to gather a significant number of race-wise personnel. Universal Oil Products has again provided the necessary financial backing, and Nichols' AVS program for the Can-Am Series will have Oliver once more at the wheel of a new Bryant-designed Shadow, with concrete plans for a comprehensive 2-car program.

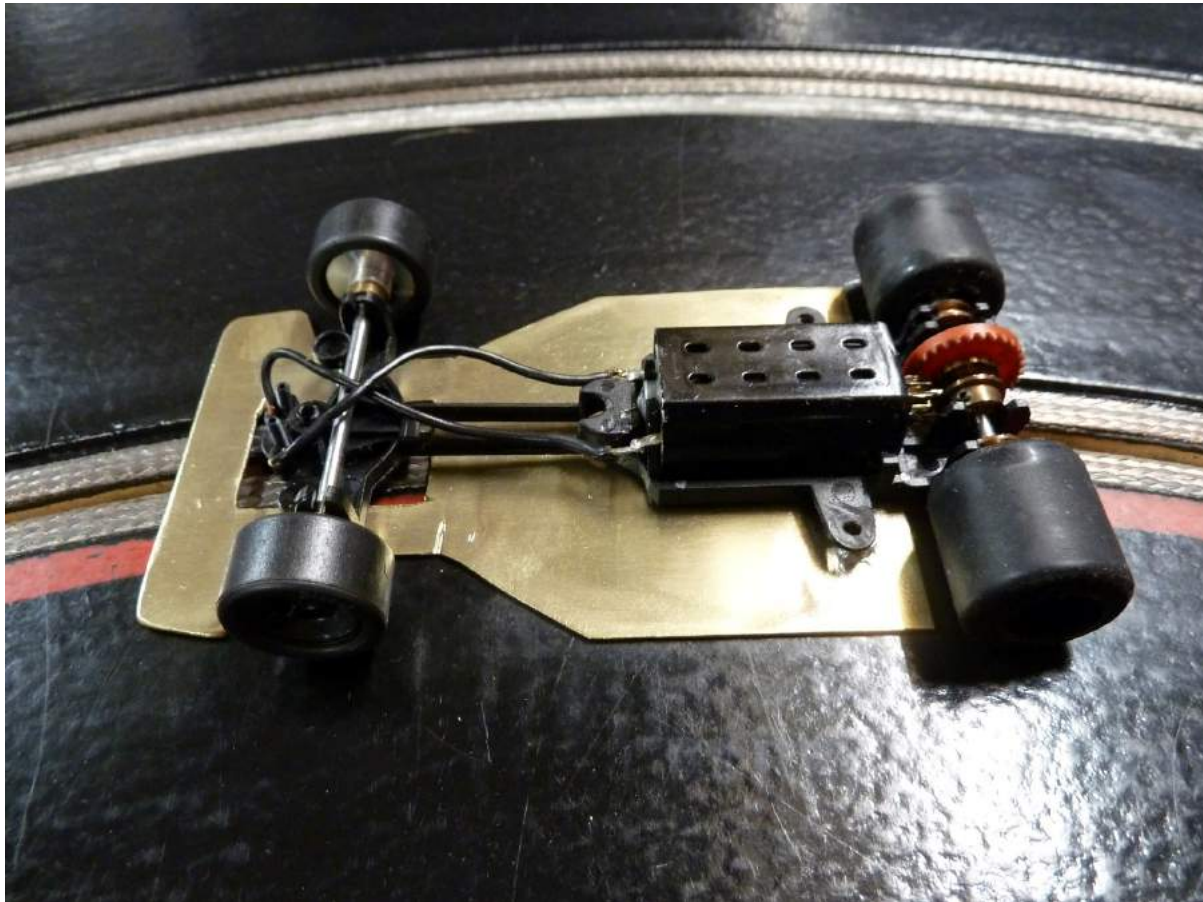
As to the possibility of varying his competition program, Nichols is not unmindful of the attractions offered by USAC and such races as the Indianapolis 500, as well as the considerable prestige to be gained by a foray into continental Europe. He is the first to admit, however, that the Can-Am is presently uppermost in his mind, but, at the same time, he is confident that additional plans will mature along with what he feels is long-overdue success.

#

UOP-1506
5/72

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This un-decorated MG Vanquish McLaren M8 –B/C/E with it's two piece chassis and lightweight Lexan interior was just the ticket for a local 1/32nd scale Can-Am class. In the spirit of the original series there were not many rules, just two, any plastic 1/32 Can-Am body and any plastic 1/32 chassis. The MG Vanquish was considered to be a 1/32nd car even though they are actually a bit larger. To maximize the potential of the M8 I tossed the plastic pan section of the chassis leaving the plastic framework



that carries the motor, axles and guide flag (the chassis) and cut out a new pan section from .032" brass and soldered on some brass screw cups to match up to the stock body post. The running gear consist of NSR bushings

made for the Vanquish, Slot-it axles and gears, Slot-it aluminum front wheels shod with Slot-it zero grip tires and a hot Scaleauto 30,000 RPM long can motor. Because of the extra width of the Vanquish it was possible to fit Wing car size (.765 O.D. X .800 W.) JK foam tires, trued and silicoated for maximum traction. The car was run with and without traction magnets. A couple of strong Neo button mags in the stock magnet pocket made the car insanely fast but with the magnets removed it was still a screamer and fun to drive.

Dave Deuble
 AriZonaGarageRacingi



Dave, an absolute beautiful car you have there, it's nice seeing a Vanquish MG body utilized for some serious racing... And I love those monster rear tires you're running on the rear, truly reminiscent of the 1:1 beasts that tore up the tracks in the Can-Am series... Editor...



Well here's a new product that could certainly bring a new spin to the Slot Car world... When I first saw this simplistic, but unique piece of engineering, I had to find out more about it... It allows the Slot Car to transcend a corner with a more realistic look, while having all four tires planted on the track... Visually, the car has more of a look of taking the apex through the corner... We ask Pim from www.pipslot.com about the Pipguide... Next issue we will show the full installation and testing on one of our cars... Editor...



Check out the deflection in the slot [side to side] with the Pipguide...

At what age did the passion ignite for you in the form of Slot Car Racing...?

First of all, thank you for getting in touch and doing this interview with me! When I was about 8, in 1986, my brother and I got an old Polistil track from our neighbours. It came in a big box with Jacques Laffite on the front. It was a small track with a banked curve and two F1 cars. I remember racing every weekend!

Then came a long hiatus, with other interests, like videogames, comics, skateboarding etc. taking over. Somewhere around 2013, by accident, my friends and I had a couple of Scalex sets and decided to go racing. That's when I got really into it, and soon we started building a large wooden track: Gray Matter Raceway.

What have been some of the deciding factors in developing the Pipguide...?

My friends and I had been competing for quite some time on our wooden track, and hit the ceiling of what was possible. We had maxed out all variables with the track and the cars, and I was just looking for new variables to dabble with.

To me, what makes slotracing so unique, is that it is essentially just accelerating and decelerating. But, by looking at what the throttle means as an instrument for real race - and rally cars, I saw some new variables that I might be able to bring over to slot racing, like understeer, a bigger role for the front tyres, and influencing the race line the car follows on the track.

Can you explain to our enthusiasts a little about what goes into creating one of your Pipguides...? The amount of room that is available in the front of a slot car was never meant to house a flexing arm, so the first step is to find a way to fit



something inside. The pipguide needs to have room to swing to the sides without hitting anything like the body, the interior, front axle, mounting posts and such. At this stage I take a car and some pieces of plastic and just try to see how it could fit. If something fits, it also needs to flex and work like it should, so I try to discover the required thickness of the parts. I also want it to fit with as little modifications to the original car as possible, because it needs to be easy to install.

With some cars and plastic parts in front of me, I start measuring everything and build a rough 3D model. After a lot more measuring and modelling, I usually have about six variations of a 3D model. The 3D printing process does not translate the 3D model with 100% accuracy. For instance, the hole for the guide is always slightly smaller due to the material expanding just a tiny bit. To know how big the radius should be in the 3D model, requires some trial and error. The same goes for the thickness of the arm, which should be perfect with enough flex and durability, and the base where it is attached to the chassis. The pipguide must first perform well, but I also have to keep in mind the added weight, the cost per unit and the ease of installation.

After fitting the 3D printed prototypes and doing test runs, I make changes to the 3D model and order new prints, this time with fewer variations. I repeat these steps until I think it is ready for sale.

Would you care to share any tips on bringing an idea to market...? I am not an expert by far, but the way I did it worked for me. Before I started 3D printing, or even knew how to create a 3D model, I presented my concept, made with a cable tie and other pieces, to other forum members. This gave me some great feedback to work with. I was quite intimidated by the whole process of creating a proper 3D file, because I had no experience with any of that, but the combination of Tinkercad and their integrated export functionality and file check to print was quite the revelation for me. I researched other options, like working with molds, using other plastics, but eventually the so called SLS laser sintering tech was the way to go, both because of the material properties and production costs.



What motivates Pim to continue...? Mostly other people in the hobby. I love the atmosphere among other slot racing enthusiasts, everyone is always eager to help, give feedback, share tips, it is a very international and welcoming group of people. It is no secret however, that the slot racing community is not as big as it used to be, and I guess the average age of community members has been rising for a while now. If I would be able to give it even just a tiny positive push, that would be great. If you're 16 or something, I know you have screens in front of you constantly, but you are missing out on the tangible, real stuff you could create with your hands. If you are into cars, gadgets and like to tinker with electronics, and I imagine there's loads of boys and girls who are, then slot racing is so much worth it! It is real physics, electronics, modelling, real planning and building and you can go as simple or crazy advanced as you want, and then race with friends on your own track! I mean, yes, No Man's Sky has crafting, but this is the real deal and it's fun!

Can you tell us about anything new you have in the development stage...?

Currently, I am developing pipguides for other brands, with Slot.it probably being the next compatible chassis. I am also working on a new track, located in a fictional part of the Ardennes in Belgium. It is a hill climb track with full scenery, and it will feature two rivers with actual streaming water. It is taking me forever and I really don't know when it will be somewhat finished, but it is a blast to build.

What is the best way for our enthusiast's to see what's new from you...?

Whenever I have something noteworthy to show, I post it on Slotforum as Slotpip.

Is there anything you'd like to add...? Thanks so much and good luck with your wonderful magazine!



A Blast From the Past

celebrate! **CAN-AM**

Edmonton International Speedway
October 1, 1972



for the **MOLSON CUP**
and \$75,000 prize money



Souvenir Program \$1.00



ORGANIZED BY THE NORTHERN ALBERTA SPORTS CAR CLUB



ART

**We have a few worlds with the man behind this stunning Can-Am art, Steve Jones... Prints as well as the originals are for sale on eBay, check him out at <http://www.ebay.co.uk/usr/pressman115>
Editor...**

At what age did the interest in the Can Am cars begin for you...? In 1968 I bought my first copy of Motor Sport on the way to school, It featured the mighty McLaren's in the middle colour photos, from then I was hooked.

Can you share with us your thoughts on these mighty machines...? The first time I saw one in the flesh was a historic meeting at my local track Oulton Park, I had the great pleasure of being driven around Oulton in a Can Am Lola T 70 a few years back, the noise, the smell but mainly the brakes were amazing.

Please tell us a little about the medium that you work with...? I work mainly in Gouache, but also like Pencil and Pastel.

Do you have any tips for budding artists...? get the best brushes , paints , paper you can buy and practice, do something every day.

What is the best way for someone to follow your work, or get in touch with you...? The best way to get in touch is on my face book page, <https://www.facebook.com/pages/Steve-Jones/219162348264268> or my Email address jones115@btinternet.com

Do you have any experience with slot cars, and if so would you care to share it with our enthusiasts...? The first ones I had were Minic's matchbox size cars, I remember I had a Ford GT40 and a Ferrari P4, later I had several Scalextric sets, At the moment all I have is a Fly Lola T70 Mk3 and two of the Revell T70s, the Surtees and Donohue cars with sadly no track to race them on.



**SUPPORT
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**TELL THEM
SLOT CAR
MODS
EVERYBODY'S SLOT CAR MAGAZINE
SENT YOU**

**Mark Donohue and John Surtees at the Stardust Grand Prix,
Stardust International Raceway, Las Vegas, Nevada USA**





Stephen Jones

jones115@btinternet.com

**McLaren M8F - Peter Revson, followed by a Lola T260,
Mosport International Raceway, Ontario Canada**



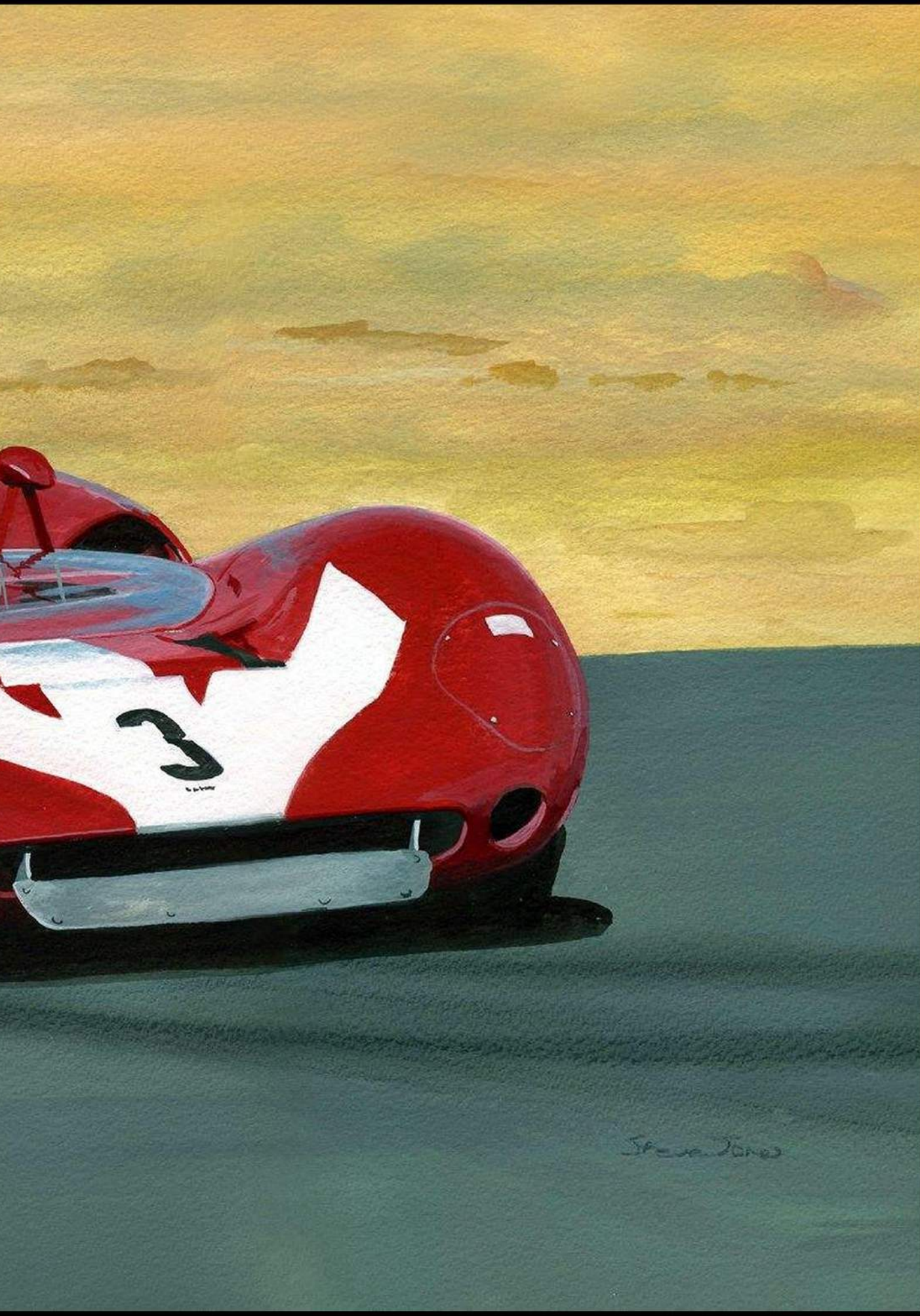


Stephen Jones

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1966 Lola T70 - Graham Hill





Stephen Jones

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1967 Lola T70 - Mark Donohue

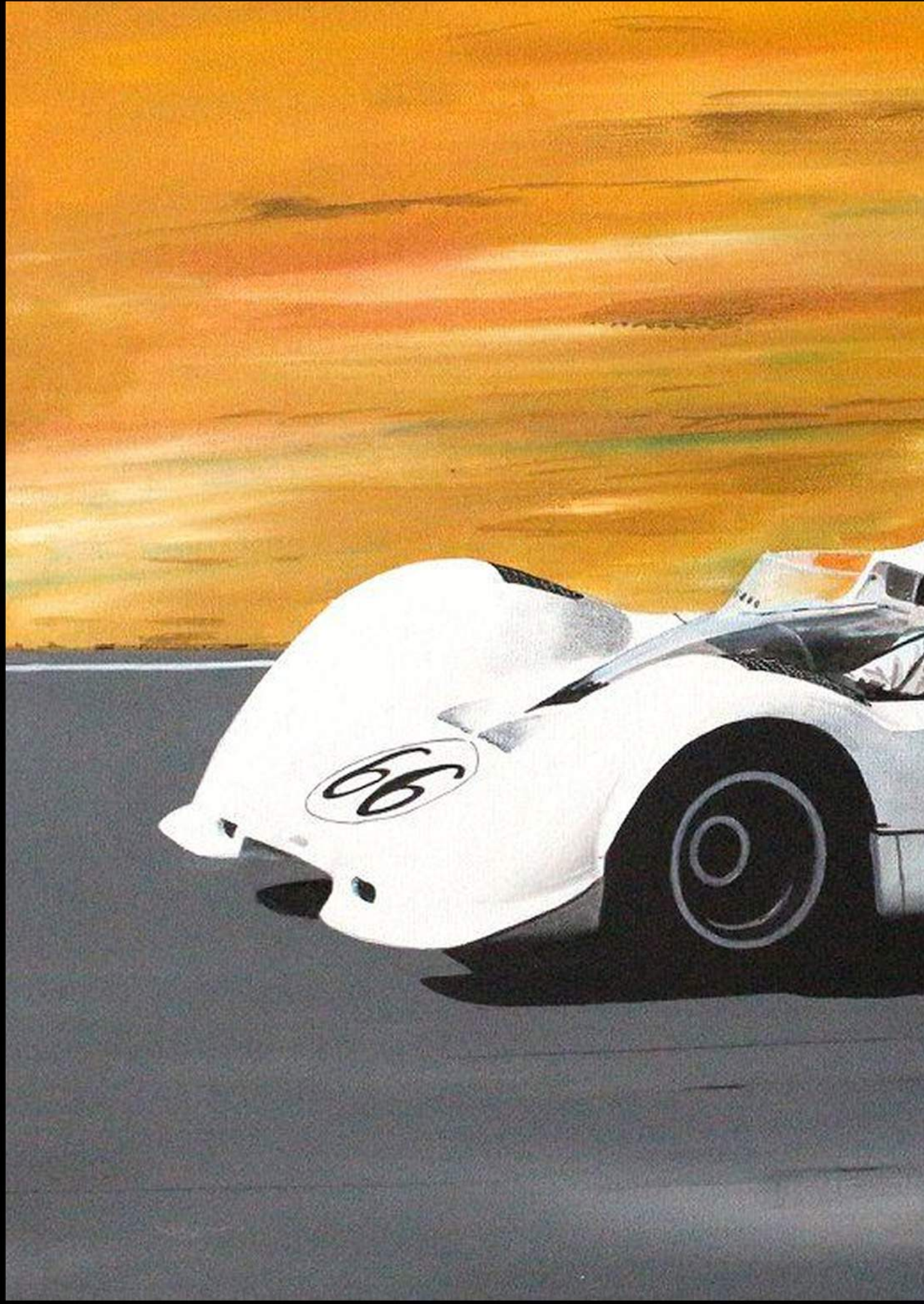


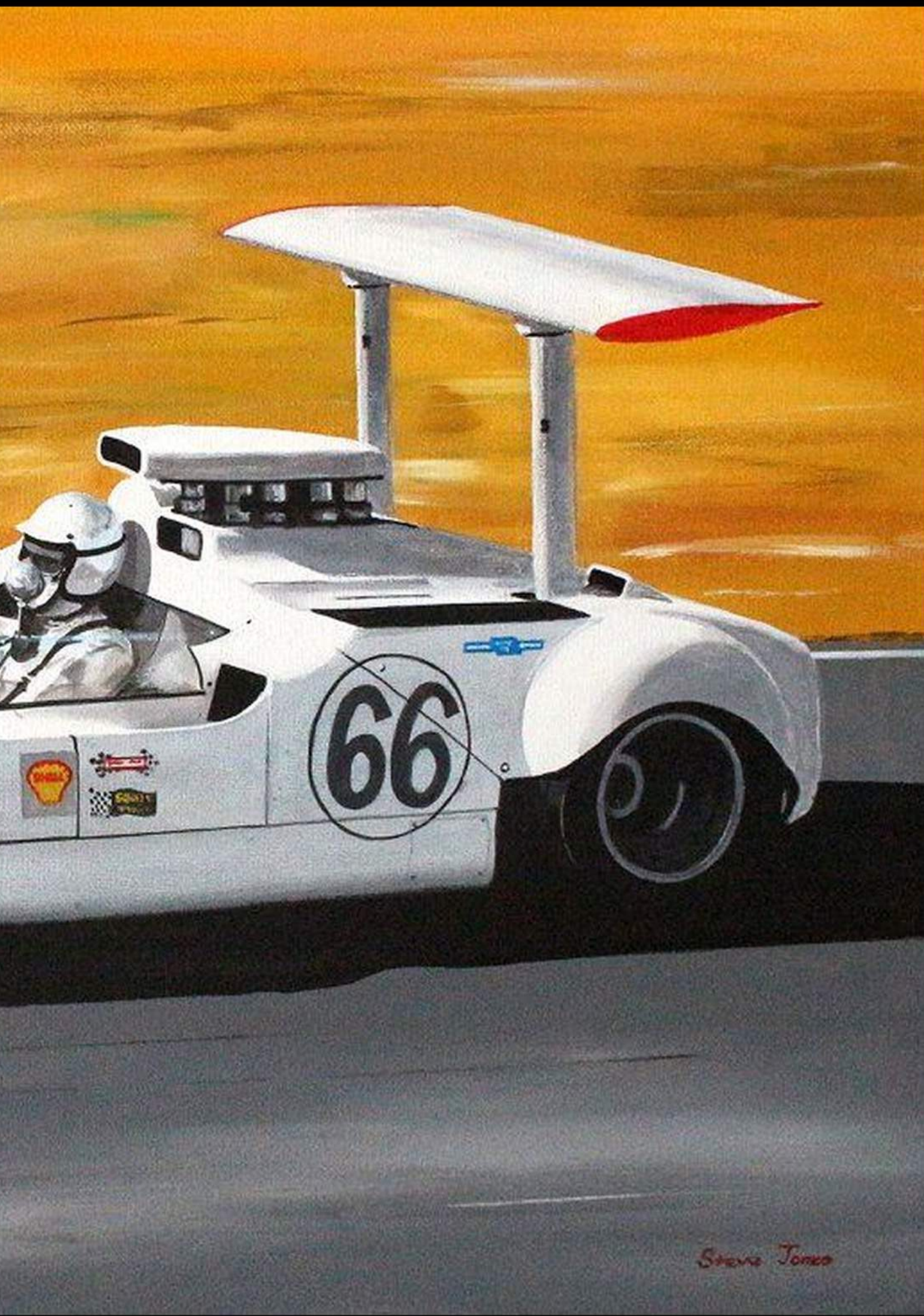


jones115@btinternet.com

Stephen Jones

Chaparral 2G - Jim Hall





jones115@btinternet.com

Stephen Jones

**Stardust International Raceway,
Las Vegas, Nevada USA**



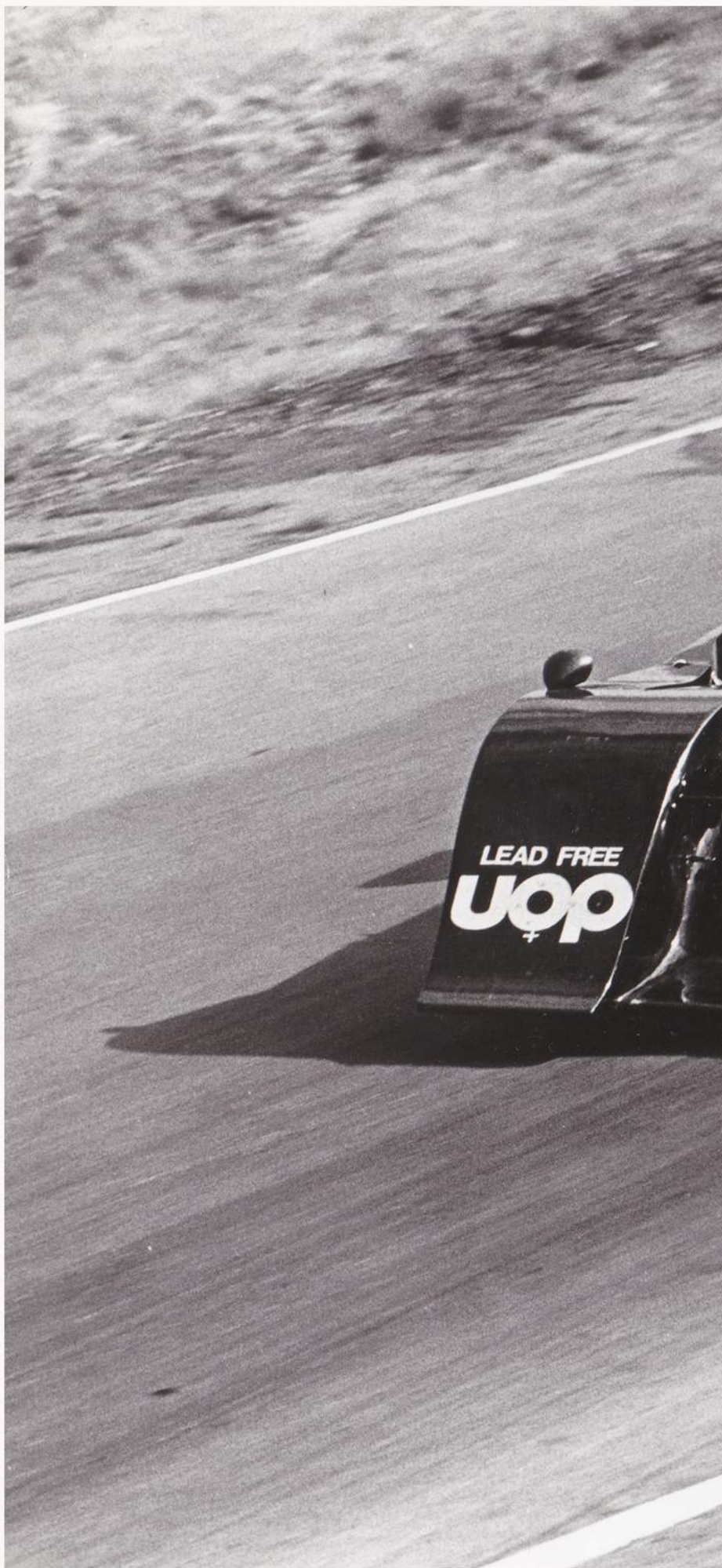


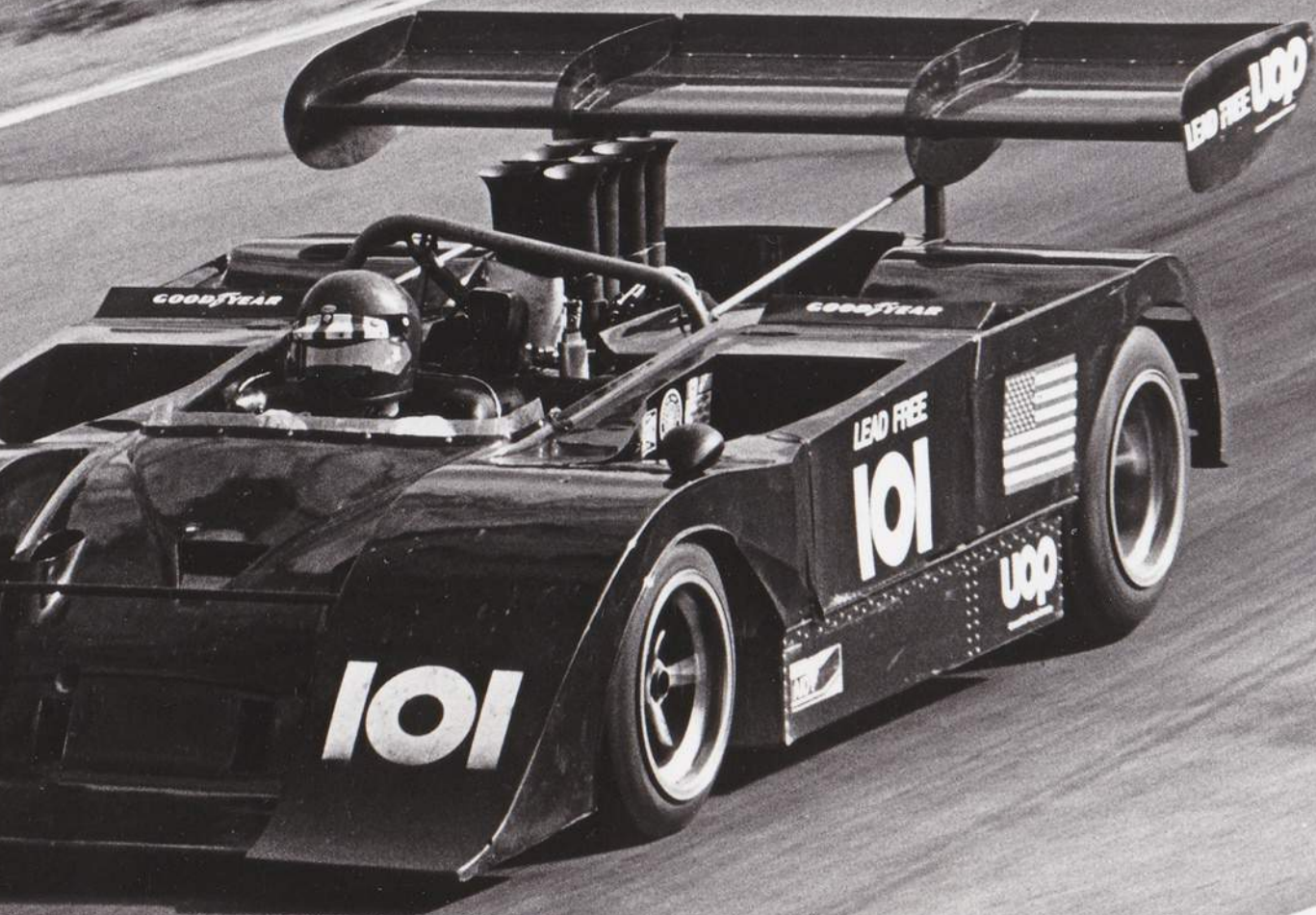
Stephen Jones

jones115@btinternet.com

**The Universal Oil Products
Company Shadow, which
will race October 29 at
Riverside, California, is
the only American car in
the Canadian-American
Challenge Cup series, and
the only car to use
lead-free
high-octane gasoline.**

The above information
is a from a Press Release
in 1972.





UOP Shadow Racing Team

Jim Mollitt, Press Representative



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SPECIFICATIONS:

UNIVERSAL OIL PRODUCTS SHADOW

CHASSIS AND BODY

| | |
|-------------------------------|--|
| Chassis | Aluminum monocoque with steel sub-frames. |
| Body | Fiberglass; rear-mounted adjustable airfoil 74-in. wide with 23-in. chord; nose-mounted airfoil 32-in. wide with 10-in. chord. |
| Brakes | Lockheed discs and calipers; inboard front and rear; discs 12 X 1.1-in. |
| Wheels | Front: 15-in. diameter 11-in. width Rear: 15-in. diameter 17-in. width |
| Tires | Goodyear Front: 23.5-in. Rear: 26.8-in. |
| Suspension | Front: conventional A-arms with adjustable coil spring-Koni shock units. Rear: parallel links, radius rods, plus adjustable coil spring-Koni shock units. |
| Weight Distribution | 40-60 front to rear |
| Wheelbase | 98-in. |
| Overall Length | 146.375-in. |
| Overall Width | 76.1-in. |

Track Front: 60-in.
Rear: 57-in.

Height 27.5-in. at rear, exclusive of
airfoil.

Ground Clearance Front: 4-in.
Rear: 5-in.

Fuel Capacity 76 US gallons.

ENGINE

Type Chevrolet Reynolds 390 aluminum
alloy block V8.

Displacement 495 cu. in. (8.1 litres).

Bore and Stroke 4.4375 X 4-in.

BHP 735 at 6800 rpm.

Carburetion Lucas fuel injection

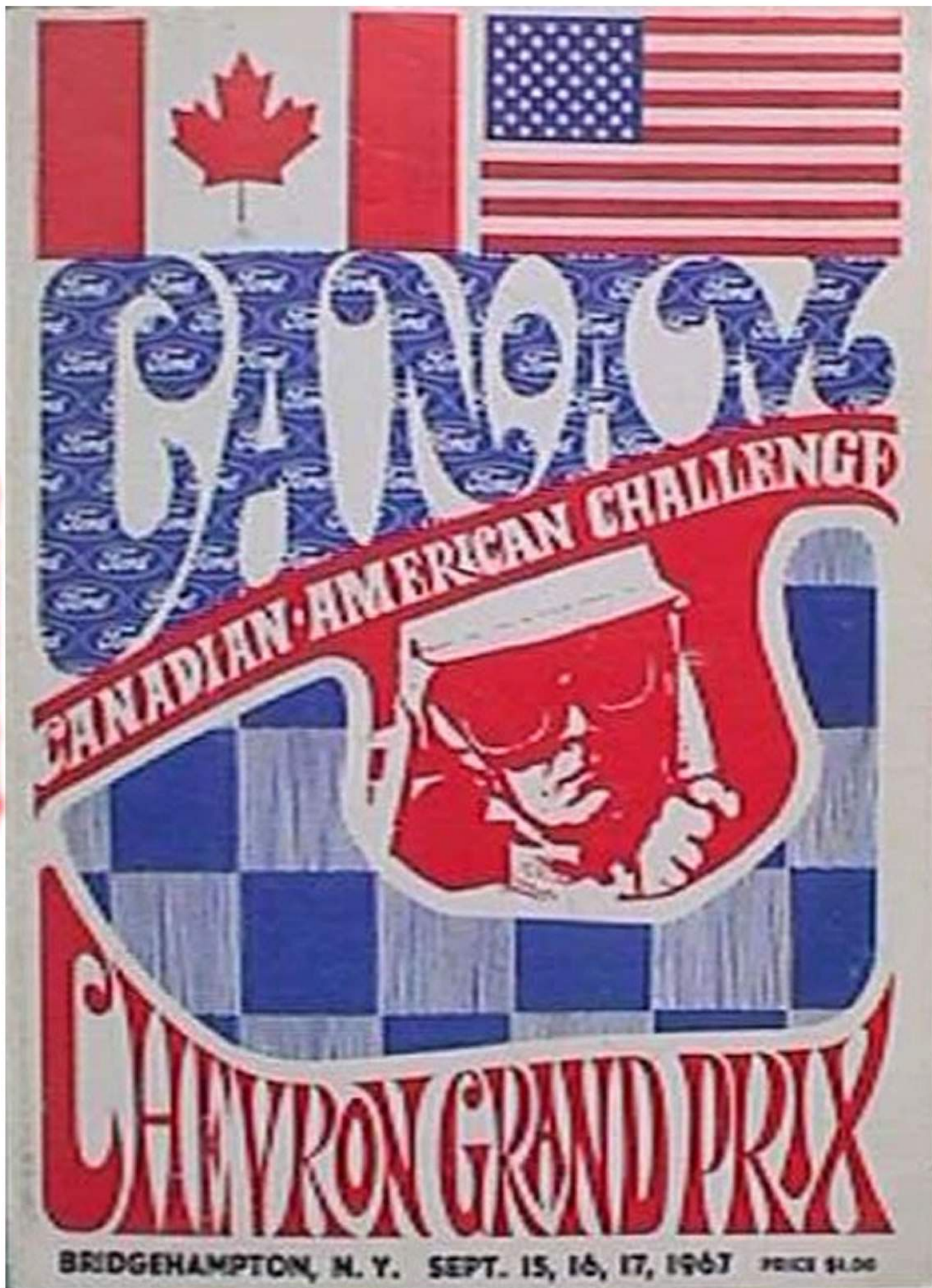
Fuel Premium lead-free gasoline

DRIVE TRAIN

Transaxle Weismann, with Weismann self-
locking differential.

Gears Four forward and one reverse

Final drive, ring gear and pinion . . . 2.73 to 1.





HARM LAGAAIJ

***the SHADOW that
started it all...***

SHADOW MK 1 - FOR SALE

Regarded as one of the most radical and innovative CanAm race cars in history, this is a unique opportunity to acquire the only remaining operational Shadow Mk 1.

With the support of Shadow founder Don Nichols and designer Trevor Harris, it has been restored back to its spectacular original body and technical configuration as it was built and then track tested in 1969/1970 by Parnelli Jones and George Follmer.

This restoration was done regardless of cost and time. It is in stunning condition, race ready, crack tested, includes an extensive spare parts package and comes with FIA HTP papers.

The car has been demonstrated successfully at Goodwood FOS 2010 and 2013 and has raced at several historic CanAm events in the last years.

As a result of its unique appearance, the Shadow Mk 1 is a great crowd puller and an interesting investment in the unforgettable CanAm history.

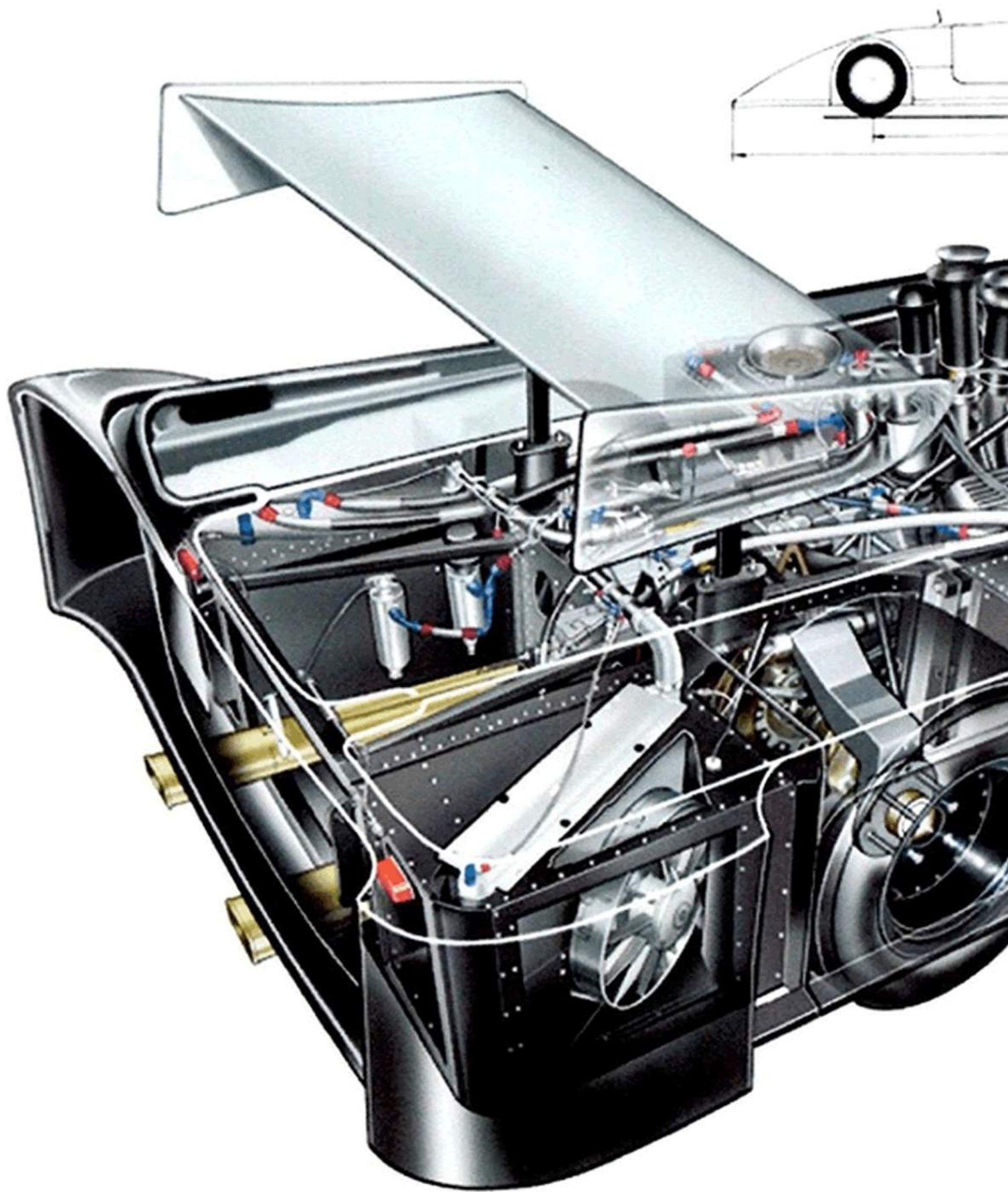
THE HISTORY OF SHADOW MK1

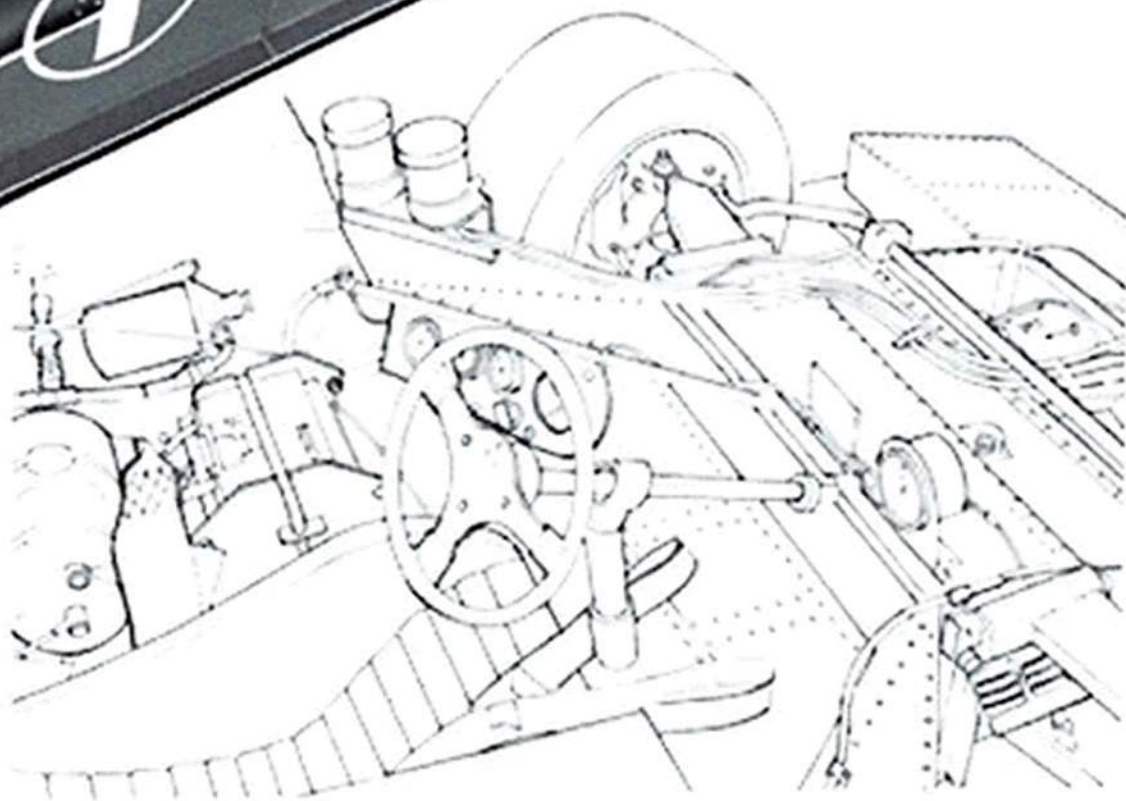
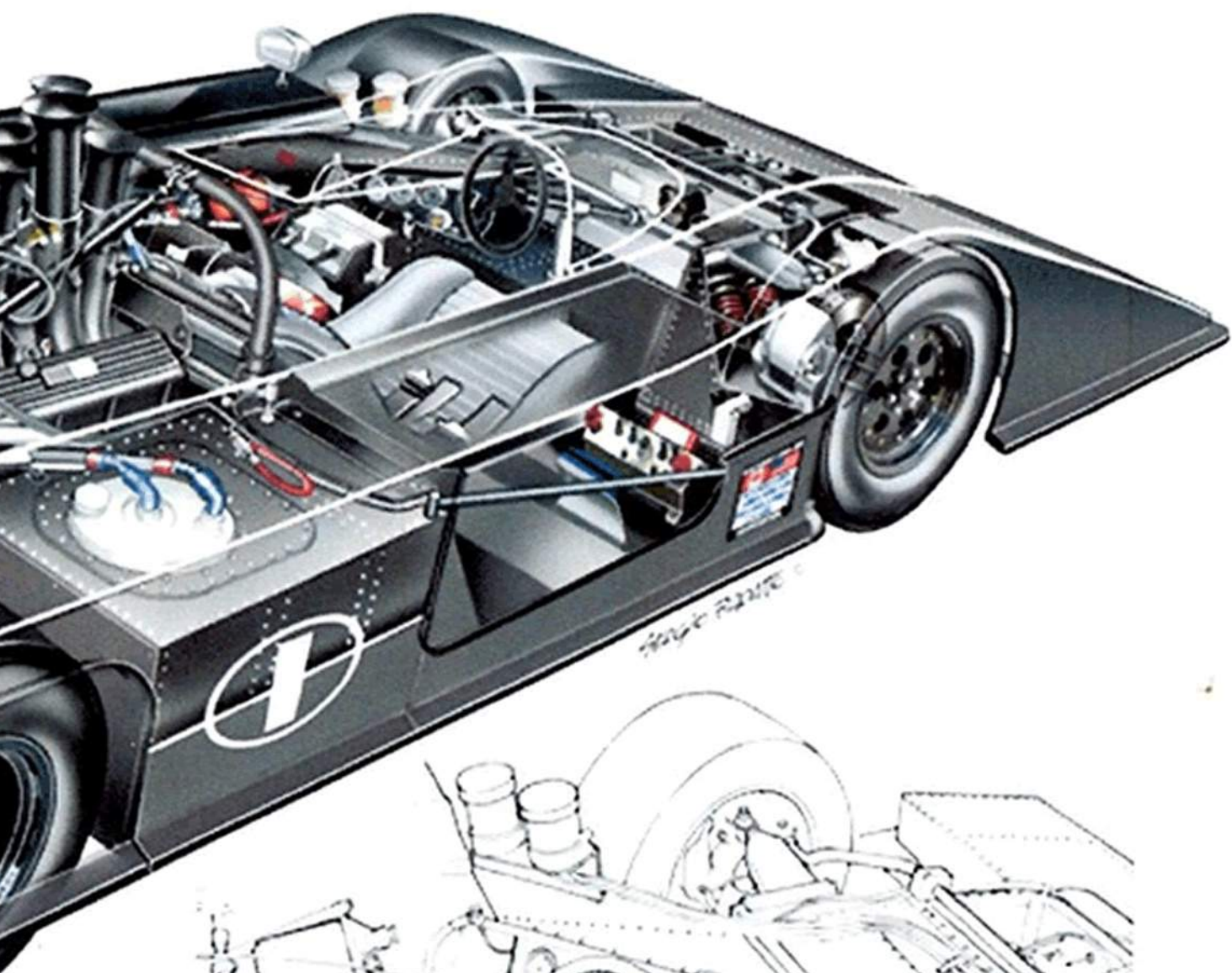
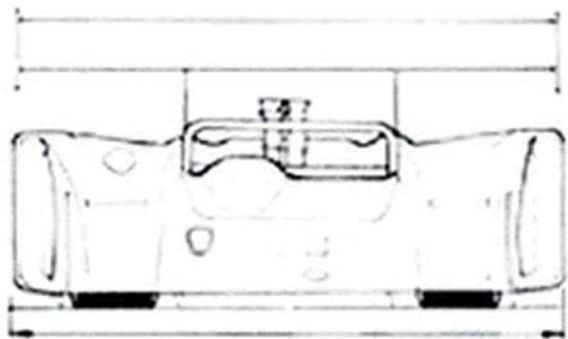
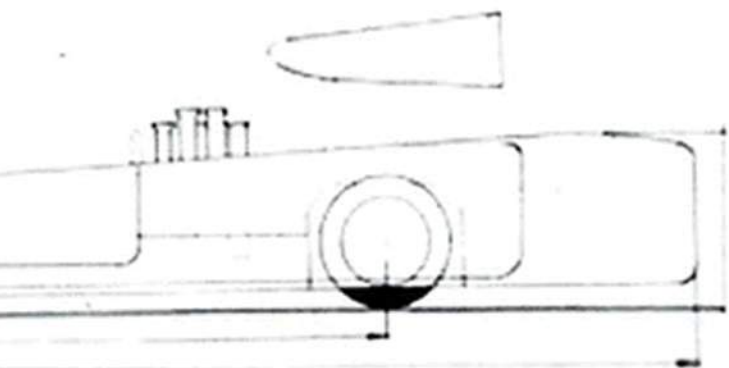
by Harm Lagaaij

The 1966-1974 Canadian American Challenge (Can-Am) has gone into history as the only no-regulation racing series. Designers were invited to really push the limits of physics. This resulted in some of the most powerful and unusual racing cars ever constructed.

Due to some cars becoming technically highly complex, incredibly powerful and expensive, the governing body was, unfortunately, forced to introduce, step-by-step, restrictions onto aerodynamics and engine power towards the end of the series.

The seasons that really bristled with innovation were 1970 and 1971 with the introduction of the Chaparral 2J "Sucker Car", the quadruple engined Hoare "Mac 'it Special", the Porsche 917/10+/30 and the Shadow Mk 1. This last car could very well be the most unusual race car to have been designed.





OWNERS

1969 - 2006 Don Nichols
2006 - 2009 Dennis Loscher
2009 - Harm Lagaij

SPECIFICATIONS

Year - 1969/1970
Make - Shadow
Model - Mk 1
Chassis - 70 - 4
Colour - Black
Engine - Chevrolet
Displacement - 8.1 liters
Horsepower - 700
Lubrication - Dry Sump
Induction - Hilborn/Kinsler Constant Flow
Ignition - Vertex Magneto
Transaxle - Hewland LG 500 (4 gears)
Brakes - Disc
 Front - Girling or Hurst-Airheart four pot (outboard)
 Rear - Girling or Hurst-Airheart four pot (Inboard)
Front wheel - 9" x 10"
Front tire - 8.0/18.0 - 10
Rear wheel - 14" x 13"
Rear tire - 13.0/23.0 - 13

DIMENSIONS

Wheelbase - 2210 mm
Track front - 1026 mm
Track rear - 1230 mm

The story of the Shadow Mk 1 started in 1968, when Don Nichols moved to California and founded Advanced Vehicle Systems (AVS). The former military Intelligence officer had already worked in motorsport as a supplier of parts and tires and race promoter in Japan. The car was named Shadow, no doubt a reflection of the owner's affinity to the character from the comic series "The Shadow" from the thirties.



That year he met freelance designer Trevor Harris, who had mastered the skill to think outside of the box. His latest idea was to install a big-block V8 engine into the smallest possible chassis imaginable.

Nichols was impressed by the idea and commissioned Harris to make a full size model.



Mario Andretti had a look at the full size clay model.



Trevor Harris showing Jacky Ickx the full size clay model.

With this idea Harris tried to reduce the frontal area by approximately 35% in comparison to normal Can-Am cars. This meant that the package had to be completely different to achieve a much lower and slightly narrower chassis and bodywork.

Through his connections with Firestone, Nichols had 10 inch front and 12 inch rear racing tires made, which were 11 inch wide in the front and 16 inch in the rear. They were designed to withstand well over the theoretical top speed of 250 mph.

Another unusual feature was the twin water/oil radiators placed behind the rear wheels to make everything as low as possible.

Because of these height limitations, there was no room for conventional springs and dampers so Harris fitted three small springs at each corner, operated by rocker arms and for damping he installed compact friction dampers.

Other innovations were:

- Airbrakes by means of movable flaps.
- Centrifugal brake cooling fans on the front wheels.
- Slimline Induction system.
- Extra low position of engine.
- Extreme lay-down driver position.
- Horizontal steering wheel.
- Only two horizontal pedals: brake pedal left, throttle pedal right. Clutch by hand lever.
- Cable operated gear linkage.
- Modular chassis sections for easier dismantling.

The exceptionally low chassis was tightly wrapped in a fiberglass body painted in black.

The most conventional parts of the car were the aluminium monocoque (anodized black for additional strength), the big-block V8 engine and the Hewland gearbox (with special gears to compensate for the small diameter rear wheels).

The front brakes were, because of the 10 inch wheels, very small but the inboard rear brakes were as big as possible.

Initially, to increase braking performance, Harris designed 3 movable airbrake systems in the original concept. Two vertical flaps in the front, two flaps on each side on the rear (integrated into the side air scoops) and one horizontal in the rear section. These would have been activated by brake pedal pressure.

Unfortunately, shortly before the first car was being built, a change in the regulations outlawed all movable aerodynamic aids, so these airbrake systems were never finalized.

When the first prototype was finished it caused quite a stir when it appeared on the cover of Road and Track in August of 1969 (see photo Pg. 103).

Despite not being able to integrate the movable airbrake flap system, Nichols pressed on and started making 3 additional identical cars! A fifth car was later made in 1990 for a museum. See letter from Don Nichols from March 2011.

Because first engine bench testing had shown that the Slimline Induction system was obstructing the necessary engine power, a normal Hilborn/Kinsler "constant flow" fuel injection system with conventional ramtubes was fitted.

In the end of 1969 and the beginning of 1970 the first track tests were made at Riverside and Laguna Seca with Parnelli Jones and George Follmer.



FIRST AMERICAN TEST: ROLLS-ROYCE SILVER SHADOW

ROAD & TRACK

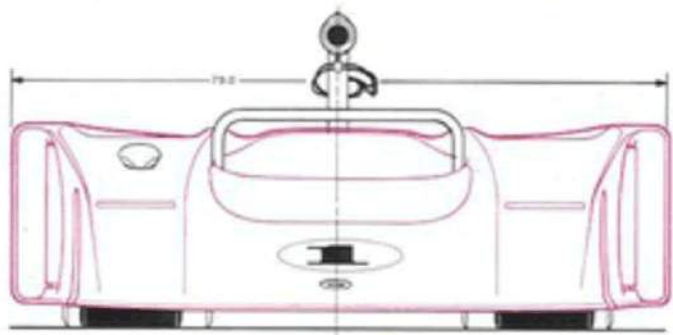
AUGUST 1969

UK 5/-

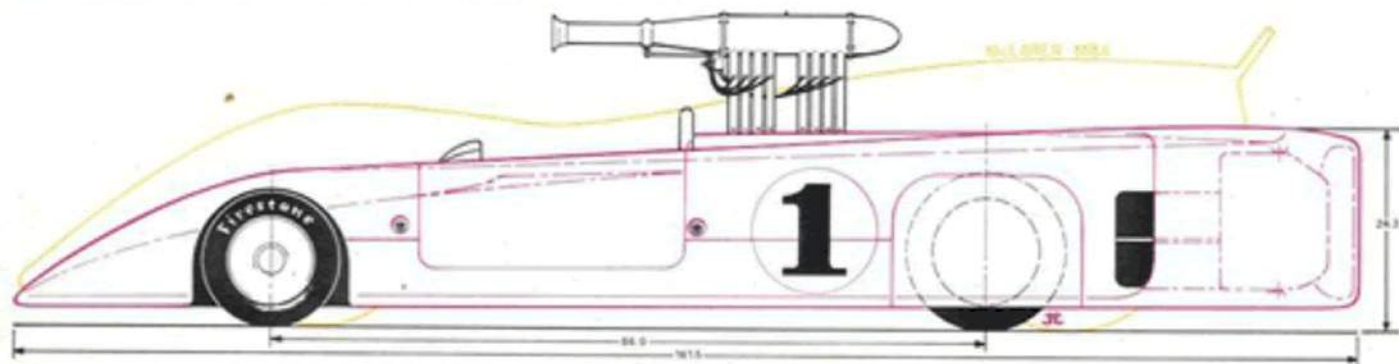
SWEDEN KR. 6.- INKL. MOMS

SEVENTY-FIVE CENTS

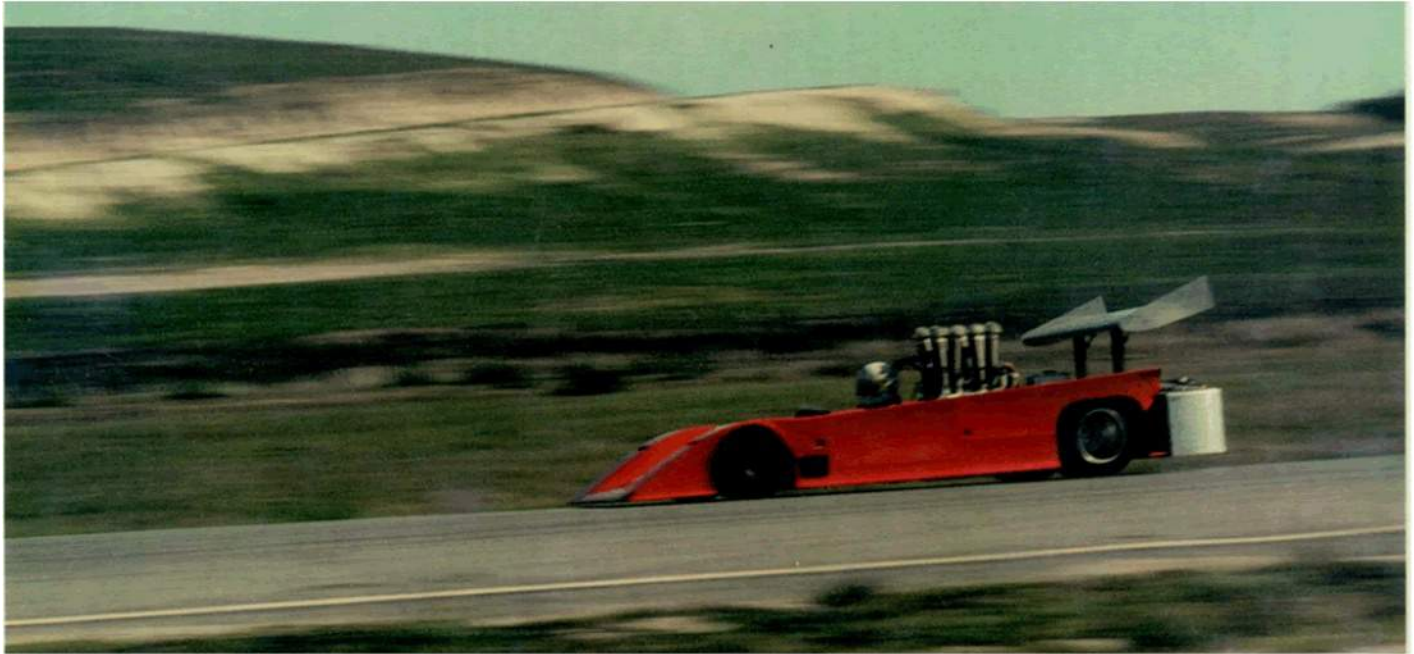
ROAD TESTS: JAGUAR E-TYPE, SAAB 99, SIMCA 1204
INDY 500, SPANISH & MONACO GPs, TARGA FLORIO, SPA



FIRST DETAILS: SHADOW
LOWEST, MOST RADICAL CAN-AM YET







Not surprisingly for such an innovative racing car there were some technical issues:

- Extreme air buffeting to the driver because of the low cockpit shrouding. A higher windscreen was made and the rev-counter was placed in front of the driver instead of lowdown in the chassis. The driver also disliked the horizontal steering wheel, so a more conventional version was fabricated together with a more upright driving position (see above photo).
- Because of the lack of rear end down-force a high mounted rear wing was fitted (see above photo).
- Brake cooling was difficult but, apart from the cooling fans on the front wheels, no further improvements were found until later in the race season.
- The extreme weight distribution (30/70) was proving to be tricky and the wide tires, with high tire pressures (60 psi) to keep the tire tread horizontal, were making the car difficult to drive.
- The biggest problem was however the engine cooling. After much trial and error it was decided to remove the wide rear side air scoops "ears". Instead wide air ducts were made in an attempt to force the air to go through the radiators (see image above).
- The car was no longer black, because Nichols was desperately looking for sponsors with their own potential colour schemes and instead choose a more "neutral" colour red.

At the following CanAm races in 1970, Mosport Park and St.Jovite, both with George Follmer driving and Mid-Ohio with Vic Elford, the Shadow Mk 1 did quite well in practice, but always had to retire with overheating in the race.

To cure this problem, many modifications were made, however they always meant deviating from the original concept.

1970 CanAm - Mosport Park



1970 CanAm - Mid Ohio

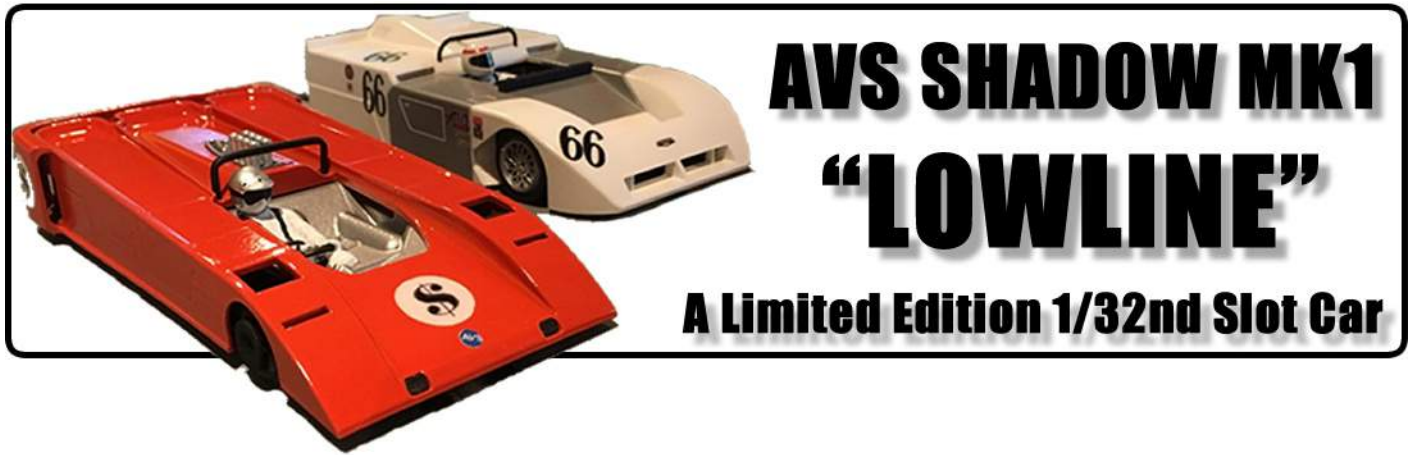


In summary this was the 1970 CanAm season:

- In practice the car was very good and often quicker than many of the established CanAm cars.
- Not enough time to develop the original innovative concept.
- Engine cooling: at the time the Shadow Team didn't really understand why the air was not going into/through the rear radiators.

For more info on this historic machine check out Harm's website at: <http://shadowmk1.weebly.com>





Matt at CG Slotcars has outdone himself this time with the introduction of the Limited Edition 1/32nd 1969 AVS Shadow Mk1 "Lowline" Can Am car... When we're talking limited edition, this legendary machine will see only 30 cars produced worldwide... Why only 30 you ask, well it seems that Matt has been plagued with the same issue that the 1:1 car had, tires, the supply of the small front tires are virtually non-existent...

First impression:

Upon arrival at the Slot Car Mods world headquarters, what struck me the most was the simplistic, yet stunning packaging, that really seems to pay homage to Don Nichol's [the man behind AVS] mysterious creation...





1/32nd AVS Shadow Mk1
1969 AVS Shadow Presentation Riverside



Once you slip that black cover off of the case you begin to appreciate the beauty of an incredible Can Am car, a design that is still considered radical...



The car comes completely assembled and ready to run including the following parts:

3D Printed AVS Shadow Mk1 Body

3D Printed Chassis

3D Printed Body Accessories (Roll hoop)

3D Printed Front wheels

CG Slotcars Lightweight Vacuum Form Interior

CB Design Slotcars rear 14x8 wheels

Slot.it .5mm Angle motor pod

Slot.it Flat-6 22k motor

Slot.it LMP style pickup

Gears, collars, axles, set screws

Braid

So why has CG Slotcars not offered a kit version of this car...? Well the Shadow is a fairly complex build and according to Matt "The front end is "compact" and somewhat crazy to put together!"...

Performance: This car is a performer right out of the box, it won't be the fastest car in your stable, but nothing will have the look that this car has... It hugs the track, is very smooth, and it's just plain awesome...

Conclusion: If you're a Shadow fanatic such as myself, and you still remember the famous Road & Track cover of 1969 [see page 119], then this car is a must for you collection... This is one that very few people will own...

It's nice to see as technology progresses that we in this wonderful hobby of Slot Car Racing can be the beneficiary of offerings like the ones from CG Slotcars...

Our hats off to you Matt, well done...

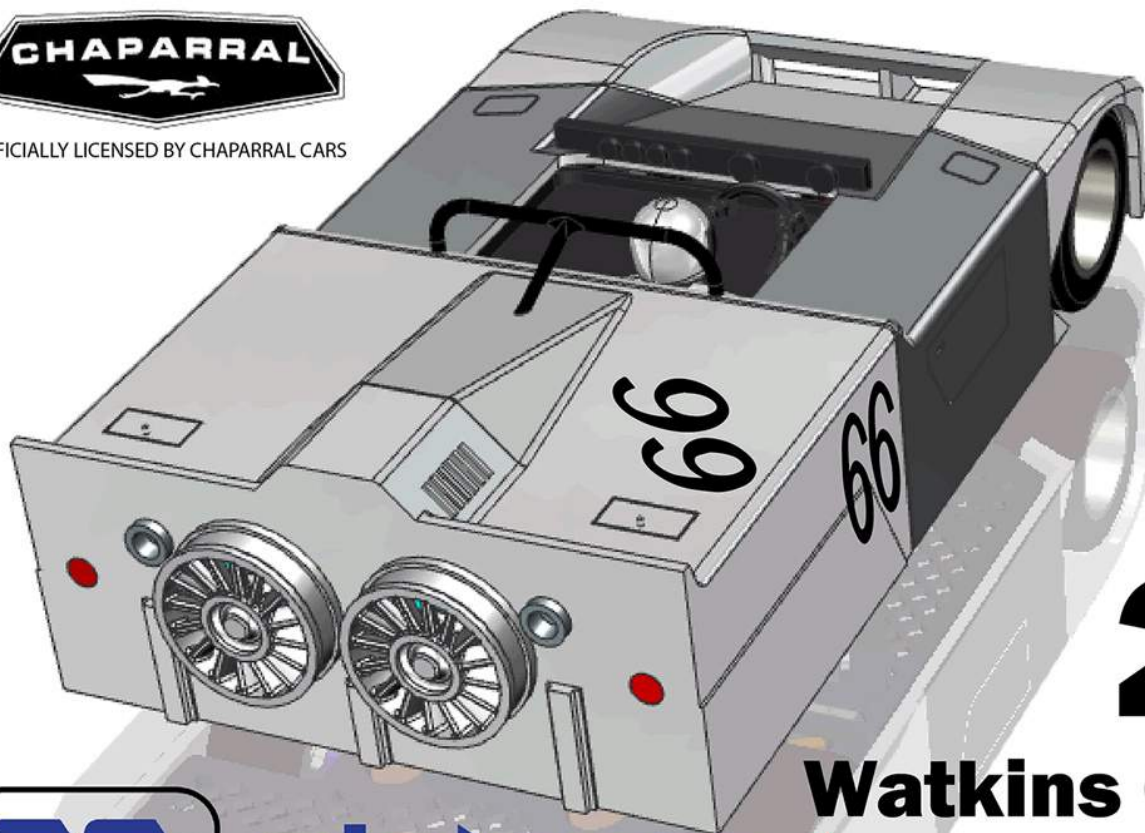
www.cgslotcars.us



**NEXT ISSUE WILL BUILD OURSELVES THE LEGENDARY CHAPARRAL 2J
COMPLETE WITH WORKING FANS
We'll also show you how to add extra detailing**



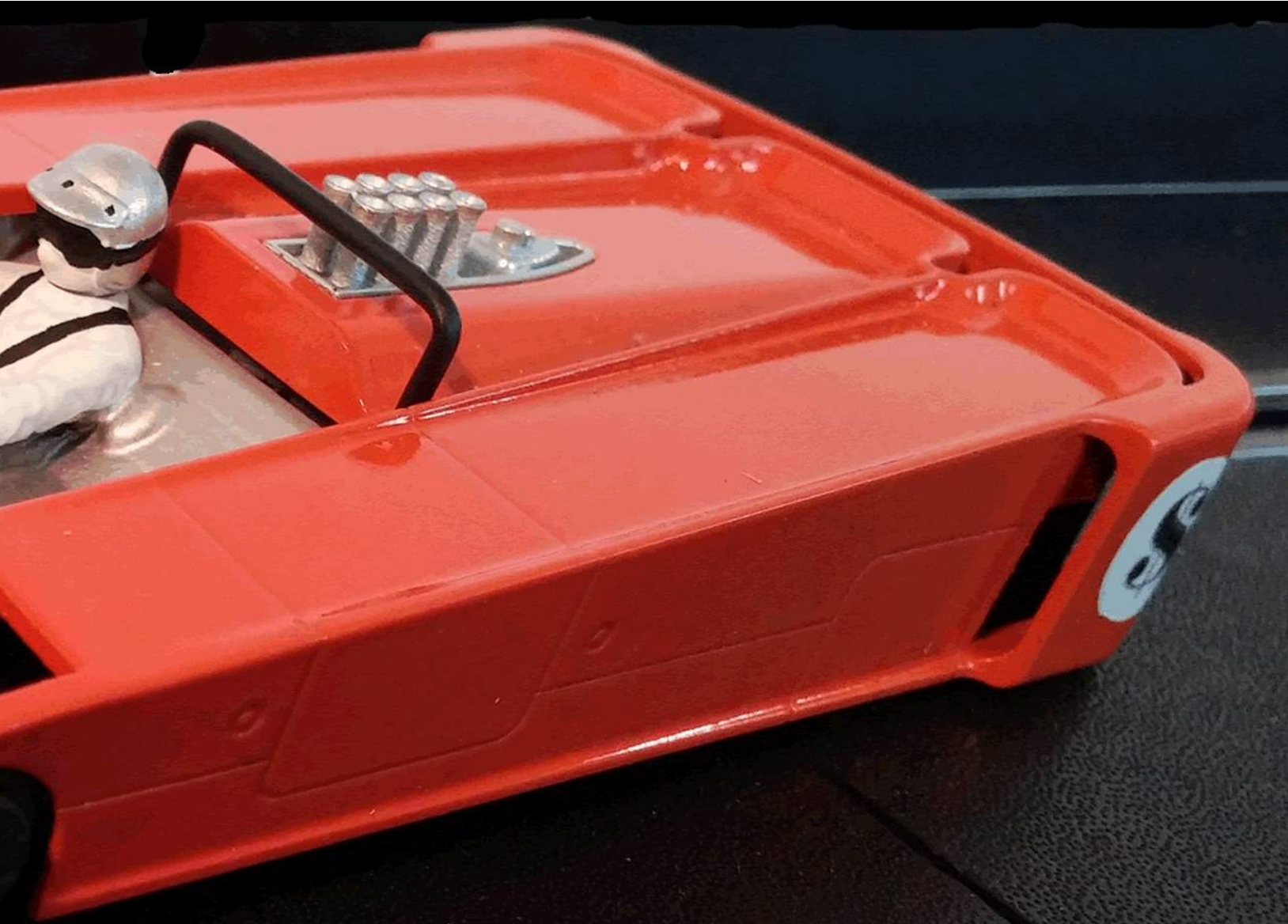
OFFICIALLY LICENSED BY CHAPARRAL CARS



**2J
Watkins Glen
1970**









Here is a great new product from CG Slotcars... This is an adapter so you can install a Slot.it Guide onto most Carrera models of Slot Cars... This package comes with [4] Adapters and an alignment tool for a trouble free installation...

For installation - Clip off Adapter and Tool, place Tool into bottom of Adapter, Position into car. Glue into place...

See www.cgslotcars.us for more details...

ARE YOU PAYING ATTENTION?

Fill in the blank in the following product description-
"Chaparral 2J Can-Am 1970, WatkinsGlen. _____ ONLY Kit"
for a chance at a Give-A-Way of 1 of 10 Guide Adapters
to fit a Slot.it guide on most Carrera models from the
fine folks at CG Slotcars [<http://cgslotcars.us/>]

The answer to the question can be found here
<http://changing-gearz.com/webstore.html>

Send your answer with the reason why you need this
Guide Adapter to winner@slotcarmods.com



GIVE-A-WAY

**YOUR
AD
COULD
BE
HERE**

FOR DETAILS:

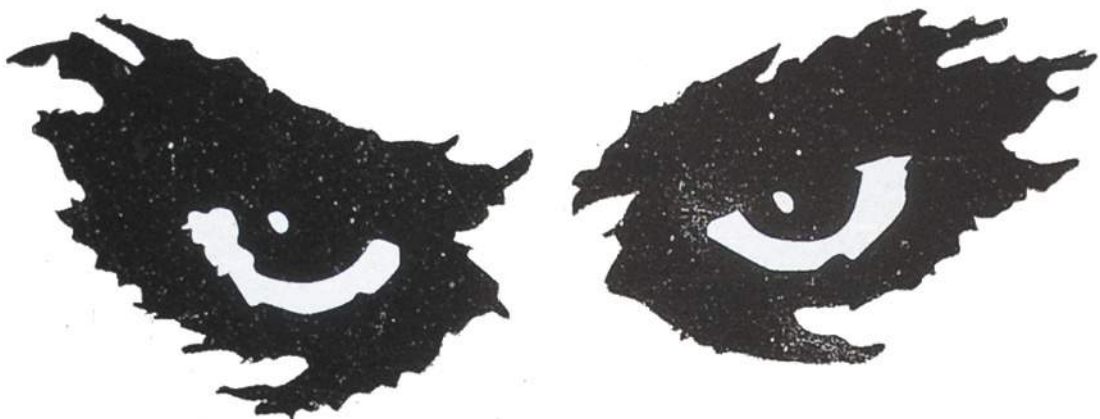
***www.slotcarmods.com/advertise or
[e.mail advertise@slotcarmods.com](mailto:advertise@slotcarmods.com)***



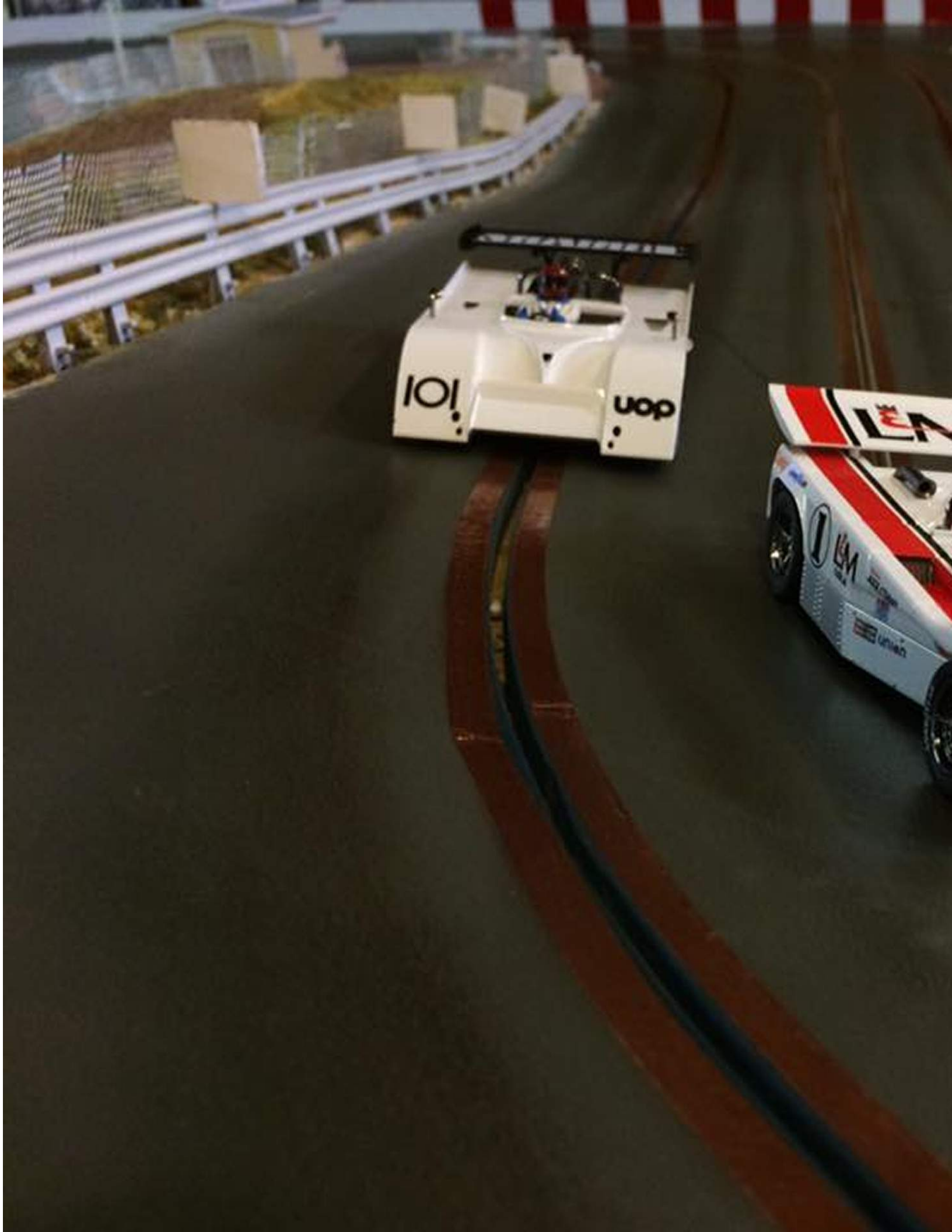
Larry Fulhorst shares some of his beautiful imagery that's been inspired by the Road America event, celebrating the 50th Anniversary of the mighty Can-Am series... Check out Larry's Can-Am History page on Facebook at: <https://www.facebook.com/groups/56758403015/> Editor...















Car preparation is an important part of getting to the podium.

One area that requires attention is the proper attachment of wheel and tire assembly. Some wheels have set screws to fasten them to the axle while others are press on. The press on units are often made of plastic and have an interference fit to help them stay on. Sometimes though, a little bit of CA is required to make sure your front wheel doesn't fly off on a long sweeping left corner causing a spectacular de-slot and a departure from the track into the tiny scale bushes before impacting the wall roof first at 250 scale Km/hr while the departed wheel crosses the finish line by itself. A loose wheel won't trip the sensor by the way.

Or when a rear wheel comes off in the pit lane and goes under the car causing the back end to fly up into the air....or on the back straight right after turn two when you jam on the accelerator and the car makes a high pitched squealing noise just before the rear wheel comes off the axle and jams in the wheel well causing an awkward lumpy end to your race.

Three times. Three times with three different cars. That's how many wheel departures it took me to start paying attention to this tuning aspect. If you're not fast at least you can be funny!

Low N' Slow - RJ Price







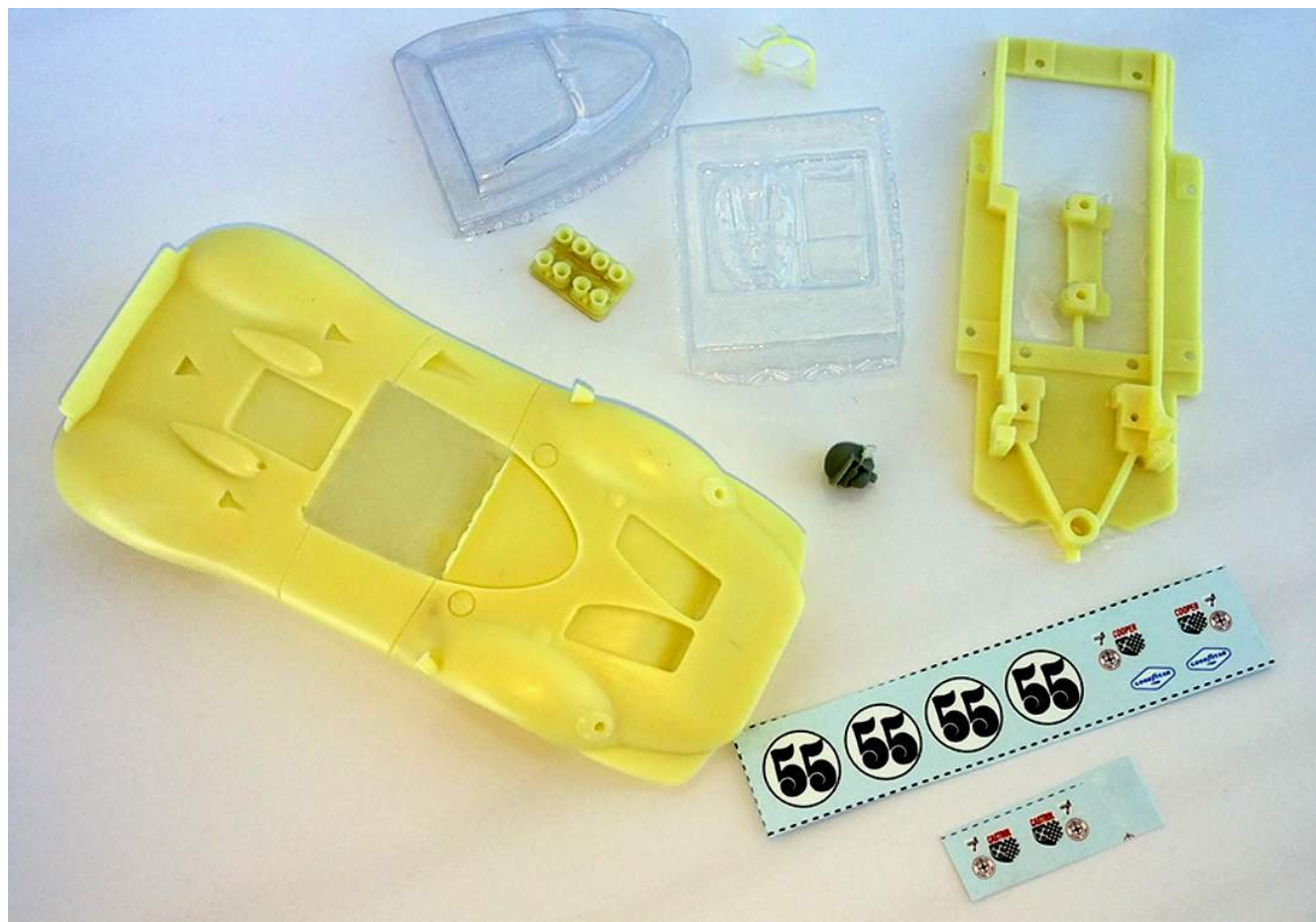


a Dan Boyd photo
courtesy of Jim Bartel



First impression:

If you haven't built a George Turner Models Kit before, man are you in for a treat... The first thing you notice with this being a resin kit, is the incredible amount of detail, the lack of casting flaws, and the easiest and thinnest flashing that I've ever seen...



What you receive in the kit is a beautifully detailed 1967 Shelby King Cobra body, a chassis [with the front axle holder attached in the center] designed for a Slot.it sidewinder pod, injector stacks, roll bar, drivers head, vacu-formed windshield and interior, and a crisp set of detailed decals... What you need to complete the mechanicals of this build are available through Slot Car Corner Canada...

Slot Car Corner

Shelby King Cobra PARTS LIST

- 1 - KK13b Slot-it Sidewinder Conversion Kit
0.5mm Offset
- 1 - PM215 Piranha 21.5k Motor
- 1 - CH07 Slot.it Wood Track Guide
- 2 - PA01-45 Slot.it Axle
- 2 - IW1710S CB Design Rear Wheels 17x10
- 2 - CB Design Front Wheels 17x8
- 2 - Paul Gage PGT-20125LM Rear Tires

Parts bin for Front Tires

Slot Car Corner Braid

Screws for Motor Pod

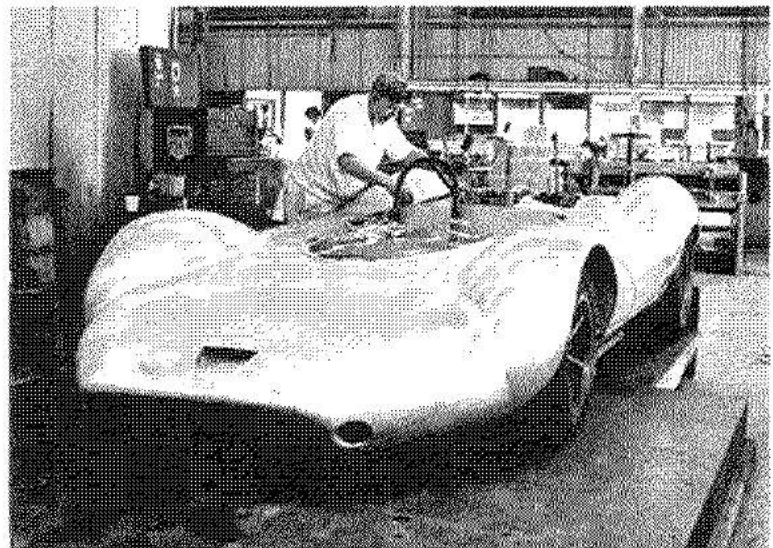
www.slotcarcorner.ca

A vintage
Can Am
patch

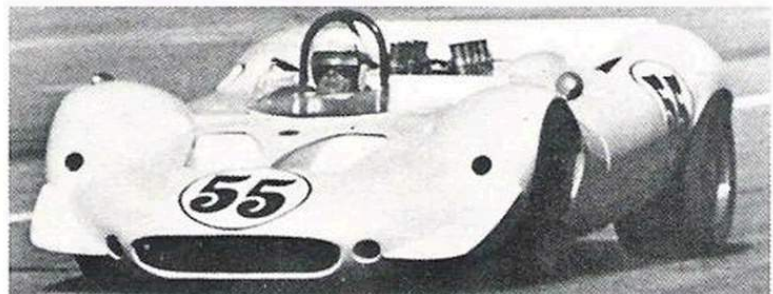


History:

Sadly the King Cobra was a failure for Shelby, as it only entered one race, was not competitive, and retired early...

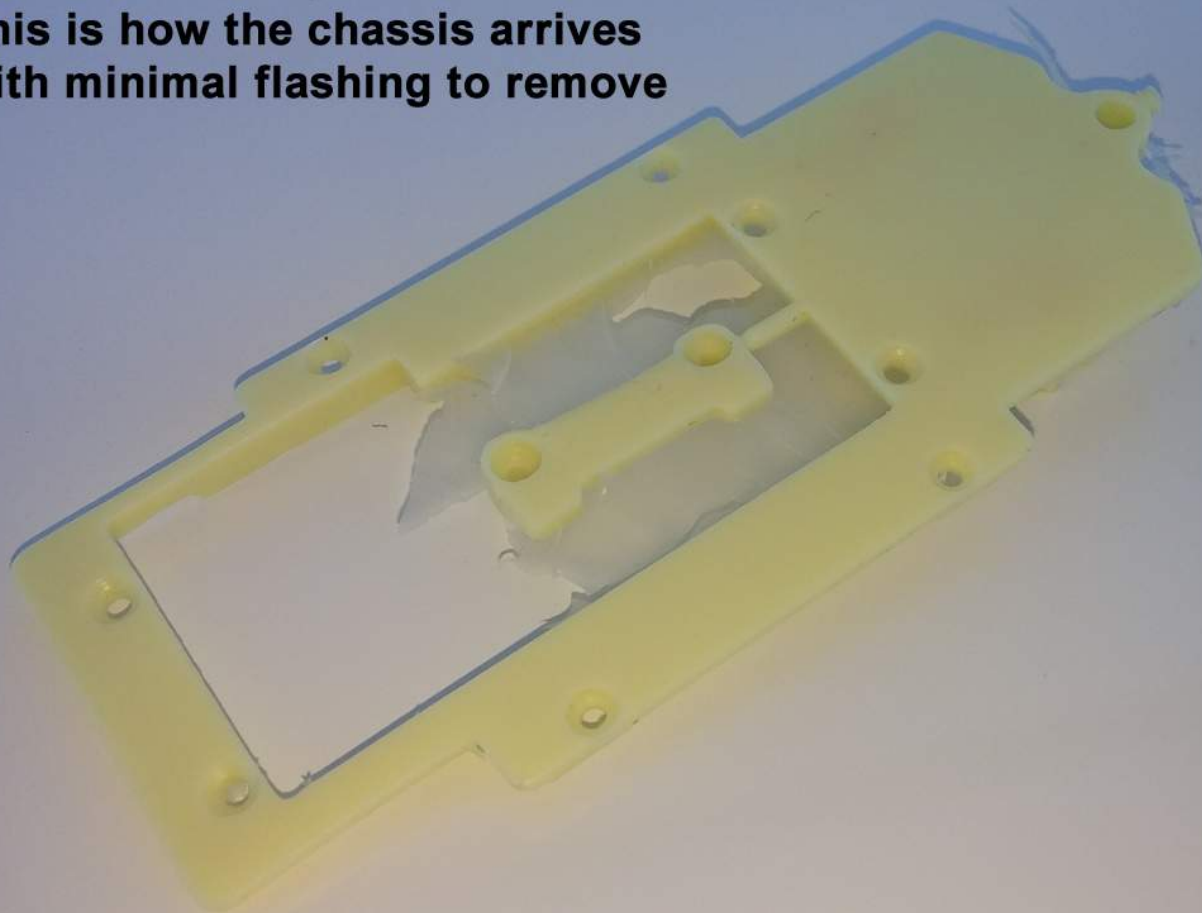


SHELBY-AMERICAN STEPS INTO THE CAN-AM; but, because of their total commitment to the Ford GT program, they had been away too long. Resembling the old "King Cobra" Cooper Monaco, this car proved to be a disappointment and, as a project, was cancelled at the end of the 1967 season. 1967 was a McLaren year, and McLaren was spelled C-H-E-V-Y. Ford's racing energies were, it seemed, sapped by LeMans, and the corporate will to win there. There just wasn't anything left after that was over.

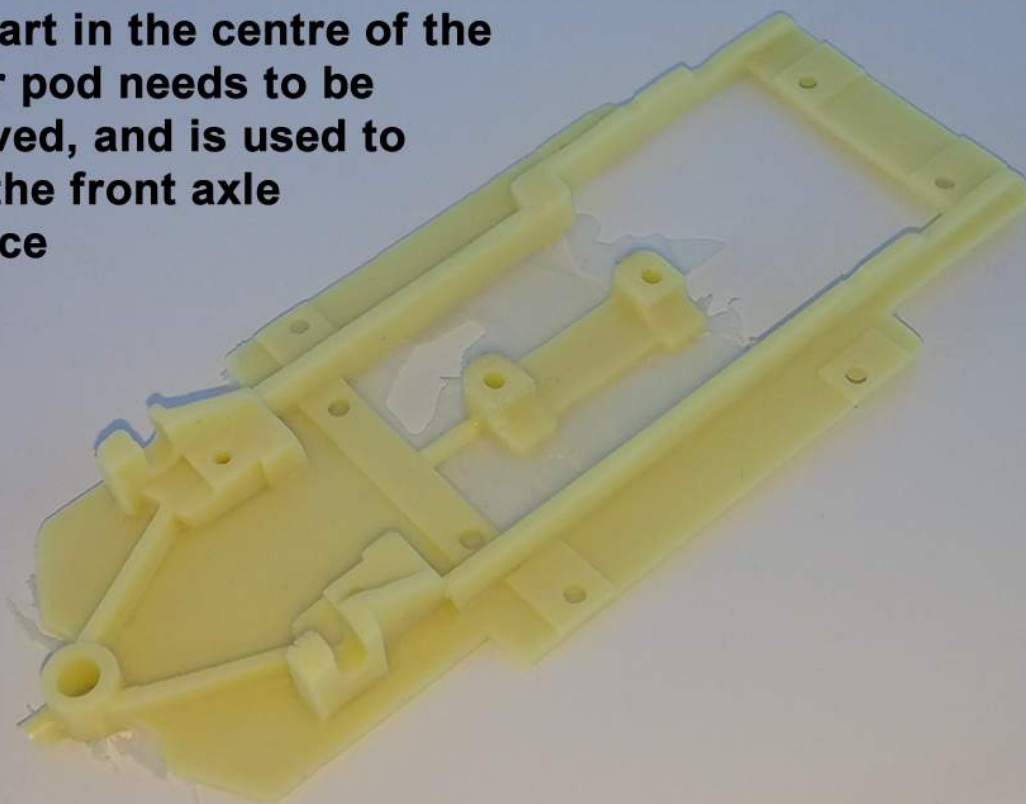


SNAKE-HANDLER TITUS AND THE KING COBRA. Pictured at Riverside in 1967, Shelby Racing Co.'s King Cobra lasted only three laps. All of the lessons learned and experience gained in international racing could not help the Shelby team make the car competitive. Can-Am racing was quite different from endurance races and even an old professor like Shelby had to go back and brush up a little.

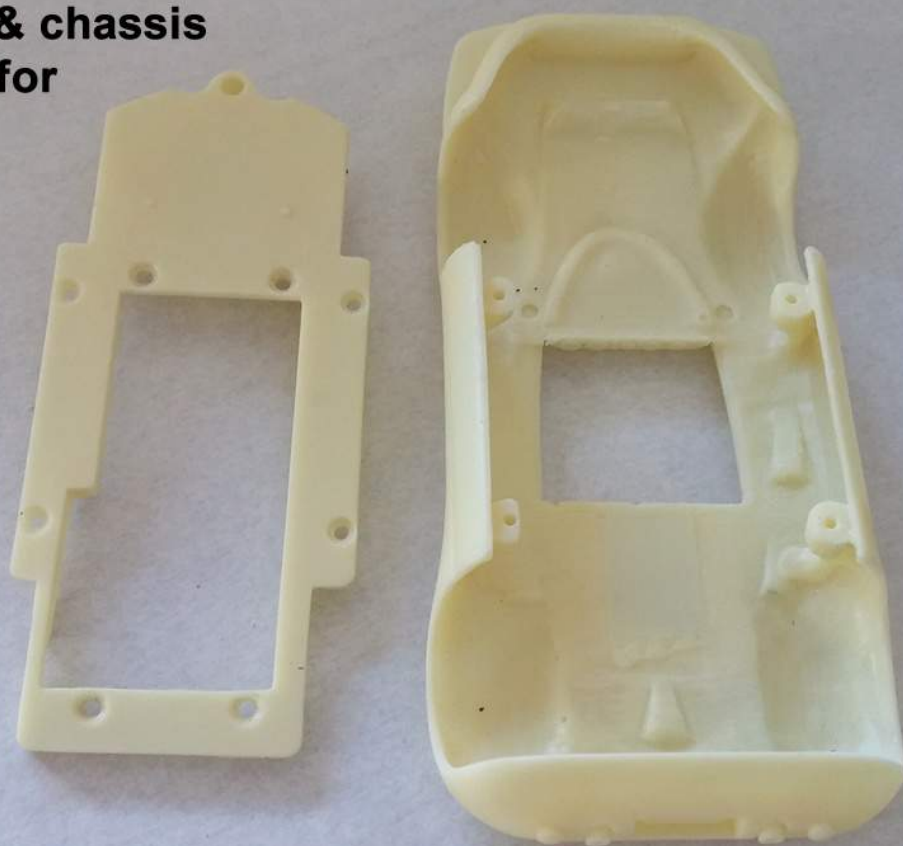
**This is how the chassis arrives
with minimal flashing to remove**



**The part in the centre of the
motor pod needs to be
removed, and is used to
hold the front axle
in place**



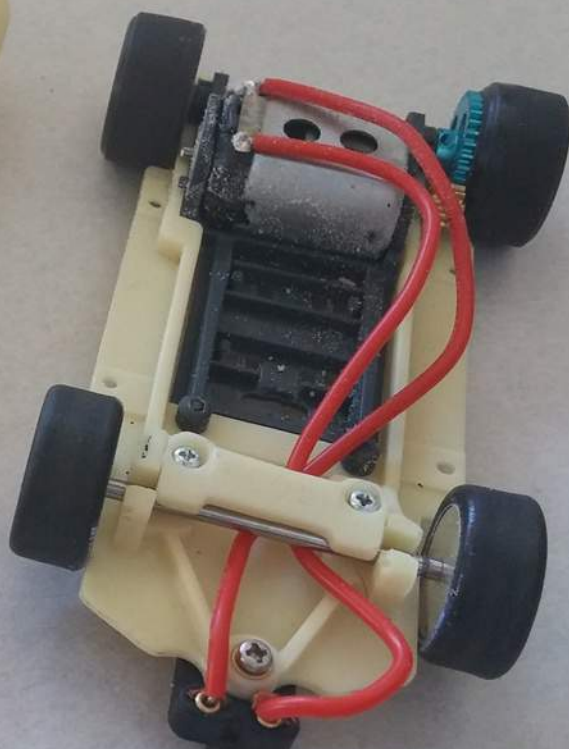
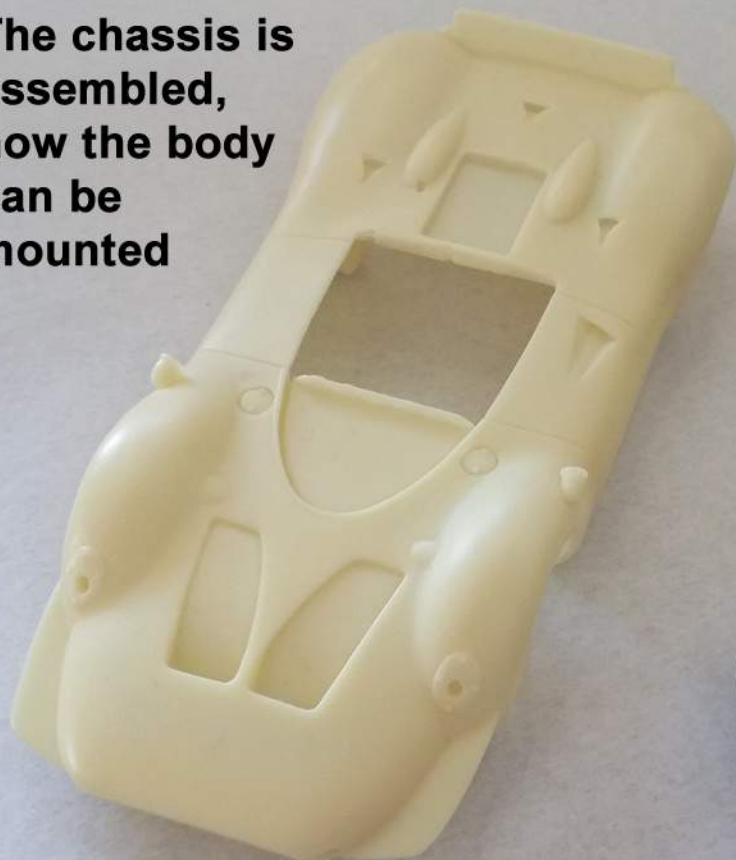
**The body & chassis
are ready for
assembly**



The parts are ready to go



The chassis is assembled, now the body can be mounted



The King Cobra is together, now to disassemble in preparation for paint



WE COMPLETE THE KING COBRA NEXT ISSUE AND BEGIN BUILDING A McLAREN M8A & M8B FROM GEORGE TURNER MODELS



McLaren M8A



McLaren M8B

www.georgeturnermodels.com

ARE YOU PAYING ATTENTION?

Fill in the blank in the following product description-

"Slot Car Corner Canada is an _____ retailer of high-performance 1/32 scale slot racing products." for a chance at a Give-A-Way of 1 of 10 items supplied to us from Christian at Slot Car Corner Canada

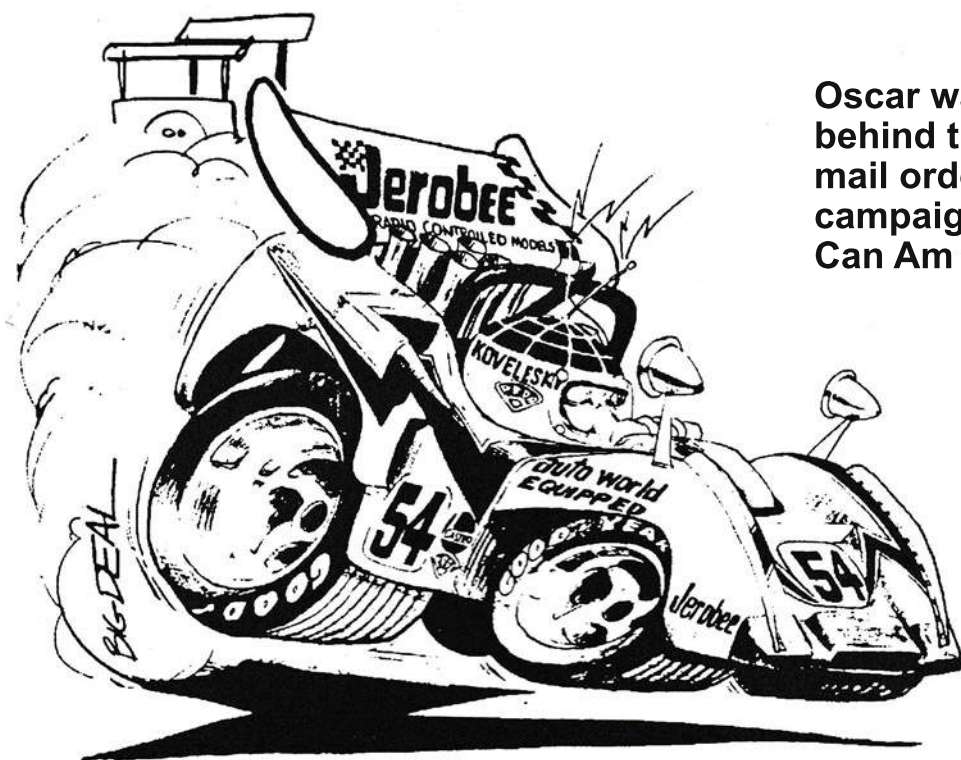
The answer to the question can be found here

<http://www.slotcarcorner.ca/faq/>

Send your answer with what kind of item you're hoping for to
winner@slotcarmods.com



GIVE-A-WAY



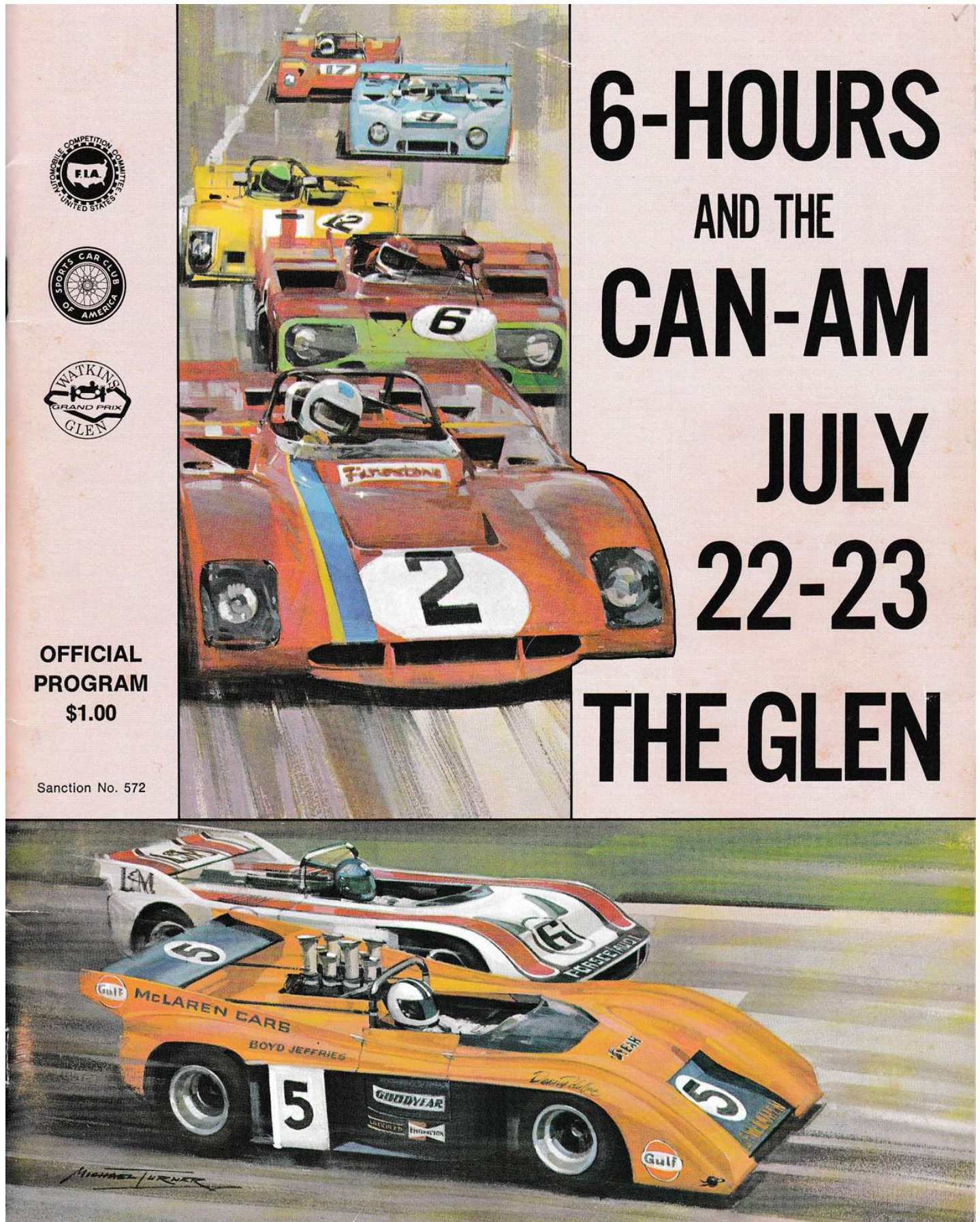
Oscar was a colourful figure behind the Auto World Slot Car mail order empire, and also campaigned and drove his own Can Am cars...



Oscar Koveleski



This is the cover of an Official Program from Watkins Glen in 1972



Mark Schuller's Top Ten

Can Am Top Ten Manufacturers/Cars:

10-Alfa Romeo 33/3Tipo

9-BRM B167

8-March 707

7-Ferarri 612P

6- Lola 333CS

5- Shadow DN4A

4-Lola T70

3-Chaparral 2E

2-Porsche 917/10/30

1-McLaren M8B

Can Am Top Ten Race Tracks:

10-Edmonton

9-Mid-Ohio

8-Lime Rock

7-Road America

6-Trois Riveres

5- Riverside

4- Watkins Glen

3-Mosport

2-Bridgehampton

1-Laguna Seca

Can Am Top Ten Drivers:

10-Chris Amon

9-George Follmer

8-Jackie Oliver

7-Jackie Stewart

6-Peter Revson

5-Jim Hall

4-John Surtees

3-Bruce McLaren

2-Mark Donohue

1-Denny Hulme



EDMONTON CAN-AM



October 1, 1972

PORSCHE



VINTAGE PRESS RELEASE

The following Canadian American Challenge Cup Media Book from 1974 is full of some very interesting statistical information... You'll find it goes back to the start of this legendary series in 1966, highlighting those who competed, the tracks they competed at, where they finished, and the amount of money they earned... This series offered big prize money and attracted drivers from around the planet, vying for their own chunk of the proverbial pie...

You also get statistical information on many of the racetracks in the series, numerous records that were set, as well as some of the attendance totals...

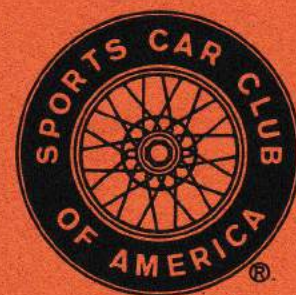
This is a great resource and a very interesting read for any Can-Am enthusiast...

This "Media Book" is being shared with you as a historical commentary on one of the greatest racing series.. A series where man and machine weren't bound by something as petty as rules, it was virtually unlimited, with innovation oozing at each and every race...

Enjoy...

Editor...

1974



MEDIA BOOK





FACT SHEET

The Canadian-American Challenge Cup is ...

A 7-race series listed by the Federation Internationale de l'Automobile as an international championship, sanctioned by the Sports Car Club of America in the United States and the Canadian Automobile Sport Clubs in Canada

A series for Group 7 sports racing cars powered by engines with unlimited displacements ranging from the minimum 2500cc to more than 8000cc

A 75-mile sprint race and a 125-mile championship points feature at each event. Individual event race purse minimums total \$75,000, distributed to the top 24 finishers, plus more than \$468,000 is available in total manufacturer's contingency awards for the 7-race series

A series to determine a driver's championship by awarding points on the basis of 20, 15, 12, 10, 8, 6, 4, 3, 2, 1 in order of finishing position

A series featuring such top drivers as John Greenwood, Hurley Haywood, Jackie Oliver, Milt Minter, Warren Agor, John Cordts, Herbert Muller, James Hunt and Bob Nagel

The 1974 Canadian-American Challenge Cup schedule is ...

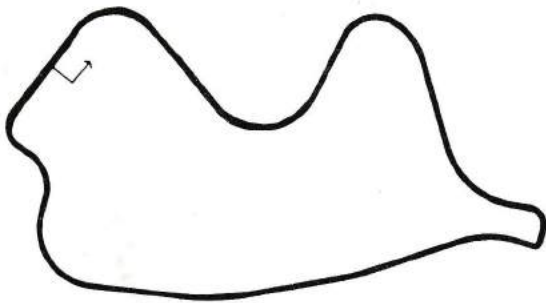
| | | |
|-------|----|---|
| June | 16 | Mosport Park, Bowmanville, Ont. |
| July | 7 | Road Atlanta, Gainesville, Ga. |
| July | 14 | Watkins Glen Grand Prix Circuit, Watkins Glen, N.Y. |
| Aug. | 11 | Mid-Ohio Sports Car Course, Lexington, Ohio |
| Aug. | 25 | Road America, Elkhart Lake, Wis. |
| Sept. | 15 | Edmonton International Speedway, Edmonton, Alta. |
| Oct. | 27 | Riverside International Raceway, Riverside, Calif. |

1974
Canadian-American Challenge Cup
Statistical Review

MOSPORT PARK

Bowmanville, Ont.

2.459 miles, 10 turns



Winner: Jackie Oliver, UOP Shadow-495 Chevy
50 laps, 122.95 miles; 1 hr. 5 min. 52.2 sec.
Average speed: 112.00mph
Victory margin: 1.9 sec.
Fastest lap: George Follmer, 1:14.6, 118.663mph
(record)
Fastest qualifier: Oliver, 1:14.5, 118.82mph
Attendance: 60,000

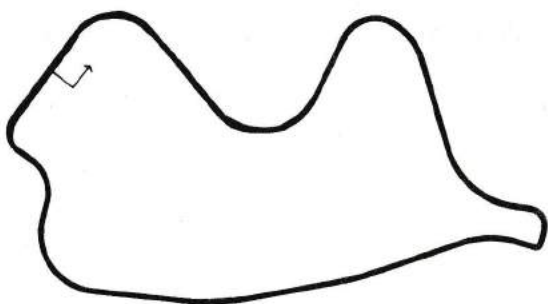
Current 1974 Can-Am Challenge Cup standings

| | <u>Driver</u> | <u>Sponsor/Car</u> | <u>Awards</u> | <u>Pts.</u> |
|-----|-----------------------|--------------------------------|---------------|-------------|
| 1. | Jackie Oliver | UOP Shadow-495 | \$11,700 | 20 |
| 2. | George Follmer | UOP Shadow-495 | 13,100 | 15 |
| 3. | Scooter Patrick | Caplan McLaren M20 | 9,500 | 12 |
| 4. | Bob Nagel | Nagel Racing Lola T260 | 6,700 | 10 |
| 5. | Lothar Motschenbacher | MRE McLaren M8F | 5,200 | 8 |
| 6. | Gene Fisher | Fisher Racing Lola T222 | 3,600 | 6 |
| 7. | Dick Durant | Butcher Racing McLaren M8R | 2,900 | 4 |
| 8. | Harry Bytzek | Bytzek Porsche 908-Porsche | 1,700 | 3 |
| 9. | David O. Saville-Peck | Ennerdale Costello SP8-Leyland | 1,500 | 2 |
| 10. | Tom Butz | Lodestar Ent. McLaren M8FP | 1,300 | 1 |

1973 Can-Am Challenge Cup
Statistical Review

MOSPORT PARK
Bowmanville, Ont.

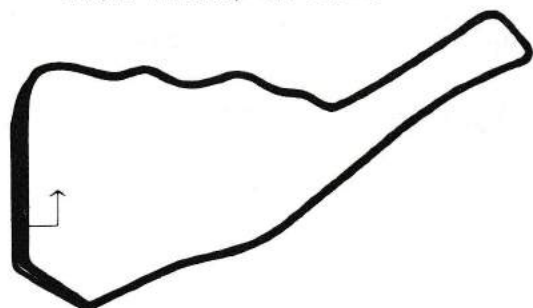
2.459 miles, 10 turns



Winner: Charlie Kemp, Royal Crown Cola Porsche
917/10-305 Por. (T)
80 laps, 196.72 miles; 1 hr. 48 min. 38.4 sec.
Average speed: 108.645mph
Victory margin: 2 laps + 42.6 sec.
Fastest lap: Mark Donohue, 1:18.0, 113.495mph
Fastest qualifier: Donohue, 1:14.1, 119.468mph
(record)
Attendance: 61,000

ROAD ATLANTA
Gainesville, Ga.

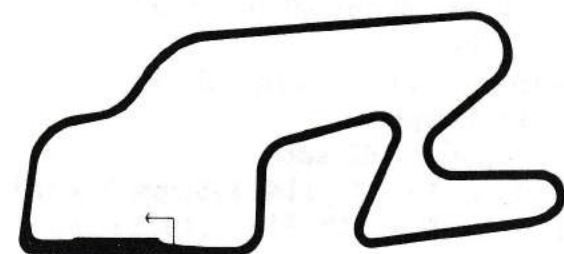
2.52 miles, 12 turns



Winner: George Follmer, RC Cola Porsche 917/10-
305 Por. (T)
90 laps, 226 miles; 1 hr. 55 min. 45.4 sec.
Average speed: 117.05mph (record)
Victory margin: 51.2 sec.
Fastest lap: Mark Donohue, 1:14.0, 122.74mph
(record)
Fastest qualifier: Donohue, 1:12.95, 124.42mph
(record)
Attendance: 47,000

WATKINS GLEN GP COURSE
Watkins Glen, N.Y.

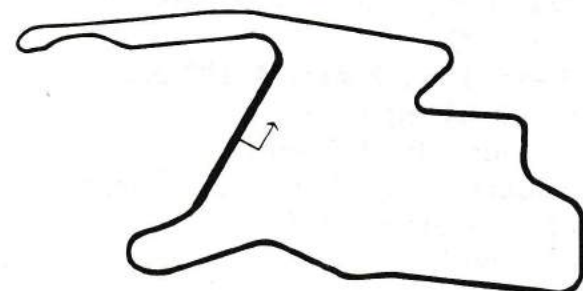
3.377 miles, 8 turns



Winner: Mark Donohue, Sunoco/P+A Porsche
917/30-329 Por. (T)
60 laps, 202.62 miles; 1 hr. 43 min. 14.405 sec.
Average speed: 117.757mph
Victory margin: 42.87 sec.
Fastest lap: Donohue, 1:39.571, 122.096mph
(record)
Fastest qualifier: Donohue, 1:38.848, 122.989mph
(circuit record)
Attendance: 72,500

MID-OHIO SPORTS CAR COURSE
Lexington, Ohio

2.4 miles, 15 turns

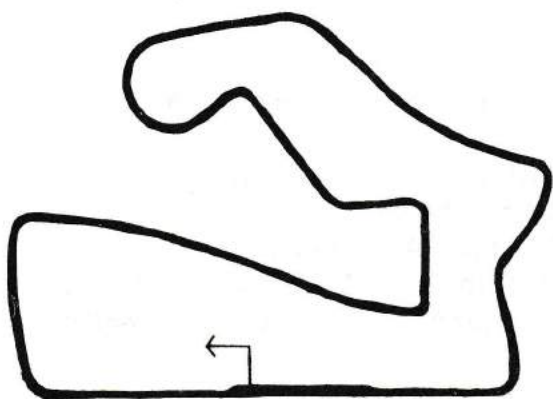


Winner: Mark Donohue, Sunoco/P+A Porsche 917/30-
329 Por. (T)
84 laps, 201.6 miles, 1 hr. 59 min. 16.732 sec.
Average speed: 101.409mph (record)
Victory margin: 10.001 sec.
Fastest lap: Donohue, 1:22.804, 104.343mph (record)
Fastest qualifier: Donohue, 1:20.335, 107.550mph
(record)
Attendance: 43,000

ROAD AMERICA

Elkhart Lake, Wis.

4 miles, 13 turns



Winner: Mark Donohue, Sunoco/P+A Porsche
917/30-329 Por. (T)

25 laps, 100 miles; 52 min. 37.3 sec.

Average speed: 114.021mph

Victory margin: 28.3 sec.

Fastest lap: Donohue, 2:04.374, 115.780mph
(record)

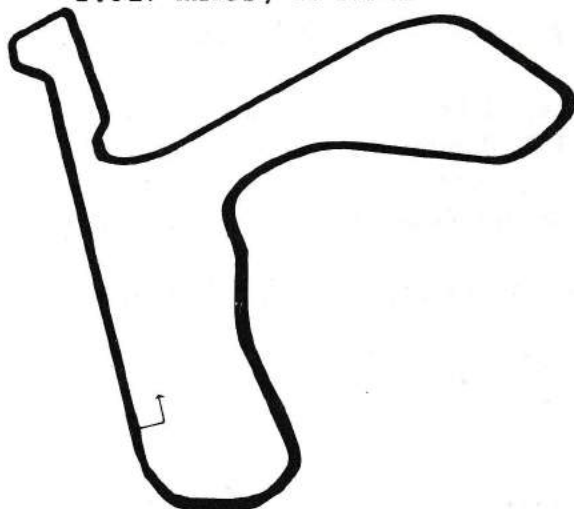
Fastest qualifier: Donohue, 1:57.518, 122.534mph
(record)

Attendance: 42,865

EDMONTON INT'L SPEEDWAY

Edmonton, Alta.

2.527 miles, 13 turns



Winner: Mark Donohue, Sunoco/P+A Porsche
917/30-329 Por. (T)

50 laps, 126.35 miles; 1 hr. 22 min. 05.496 sec.

Average speed: 110.867mph

Victory margin: 47 sec.

Fastest lap: Donohue, 1:20.403, 113.145mph
(record)

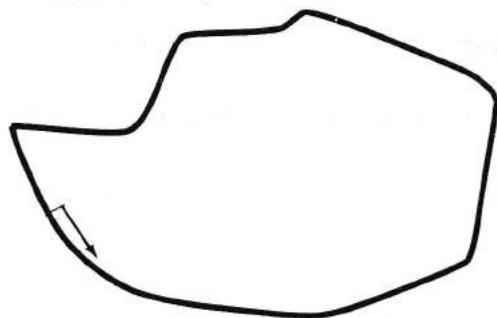
Fastest qualifier: Donohue, 1:17.475, 117.421mph
(record)

Attendance: 25,000

LAGUNA SECA RACEWAY

Monterey, Calif.

1.9 miles, 9 turns



Winner: Mark Donohue, Sunoco/P+A Porsche
917/30-329 Por. (T)

66 laps, 125.4 miles; 1 hr. 13 min. 05.496 sec.

Average speed: 102.19mph

Victory margin: 1 lap + 28.62 sec.

Fastest lap: Donohue, 59.71, 114.555mph (record)

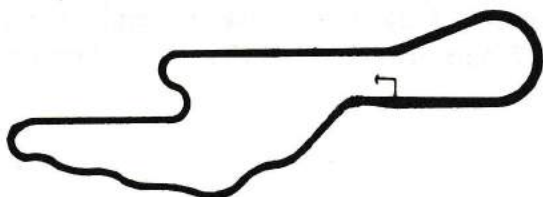
Fastest qualifier: Donohue, 57.374, 119.217mph
(record)

Attendance: 46,207

RIVERSIDE INT'L RACEWAY

Riverside, Calif.

2.54 miles, 9 turns



Winner: Mark Donohue, Sunoco/P+A Porsche
917/30-329 Por. (T)

50 laps, 127 miles; 1 hr. 2 min. 4.182 sec.

Average speed: 120.311mph

Victory margin: 1 min. 10.860 sec.

Fastest lap: Donohue, 1:12.719, 125.721mph

Fastest qualifier: Donohue, 1:10.290,
130.089mph (record)

Attendance: 65,166

1973 CANADIAN-AMERICAN CHALLENGE CUP REVIEW

| DRIVER | SPONSOR/CAR | PTS. | AWARDS | Mosport Park, June 10 | Road Atlanta, July 7-8 | Watkins Glen, July 22 | Mid-Ohio, August 12 | Road America, August 26 | Edmonton, September 16 | Laguna Seca, October 14 | Riverside, October 28 |
|--------------------|-------------------------------------|------|-----------|-----------------------|------------------------|-----------------------|---------------------|-------------------------|------------------------|-------------------------|-----------------------|
| 1. Mark Donohue | Sunoco/P+A Porsche 917/30 (T) | 139 | \$114,533 | 7 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2. George Follmer | RC Cola Porsche 917/10 (T) | 62 | 57,501 | * | 1 | * | 2 | 3 | 2 | * | * |
| 3. Hurley Haywood | Brumos/Kendall Porsche 917/10 (T) | 47 | 39,300 | * | 5 | * | 3 | * | - | 3 | 2 |
| 4. Charlie Kemp | RC Cola Porsche 917/10 (T) | 45 | 40,247 | 1 | - | 4 | - | * | 8 | * | 3 |
| 5. Bob Nagel | Thermo King/World Airways Lola T260 | 44 | 30,285 | 3 | 6 | * | 13 | 6 | 7 | 6 | 4 |
| 6. Jody Scheckter | Vasek Polak Porsche 917/10 (T) | 39 | 38,498 | * | 3 | 3 | * | 2 | * | * | * |
| 7. David Hobbs | Carling Black Label McLaren M20 | 37 | 29,800 | - | 4 | 2 | * | - | 4 | 9 | * |
| 8. Scooter Patrick | U.S. Racing McLaren M8F | 31 | 25,200 | 4 | * | 10 | * | 4 | 6 | 8 | 10 |
| 9. Jackie Oliver | UOP Shadow DN2 | 30 | 27,000 | * | * | 17 | 8 | - | 3 | 2 | * |
| 10. Steve Durst | Polak Porsche 917/MRE McLaren M8F | 29 | 22,932 | 5 | 7 | 7 | 10 | - | 5 | 10 | 8 |
| 11. Bobby Brown | Commander Motor Home McLaren M8F | 26 | 18,516 | - | - | * | 5 | 5 | * | 4 | * |
| 12. Milt Minter | Otto Zipper Alfa Romeo T33/3 | 16 | 9,200 | - | * | - | - | - | - | 5 | 5 |
| 13. Hans Wiedmer + | Wiedmer Porsche 917/10 (T) | 15 | 15,100 | 2 | * | * | * | - | - | - | - |
| 14. Tom Dutton | Burmester McLaren M8R | 15 | 17,669 | 12 | 11 | 6 | 7 | * | 10* | * | 7 |

- * Not running at finish (T) Turbocharged
- Did not start Winnings include race purses and estimated accessory awards.
- + Not counted as tie for position because of driver's higher finish in first 10 positions.

1973 CAN-AM REVIEW (Cont'd)

| | DRIVER | SPONSOR/CAR | PTS. | AWARDS | FINISHING POSITIONS | | | | | | | |
|-----|---------------------|-----------------------------------|------|--------|---------------------|--------------|--------------|----------|--------------|----------|-------------|-----------|
| | | | | | Mosport Park | Road Atlanta | Watkins Glen | Mid-Ohio | Road America | Edmonton | Laguna Seca | Riverside |
| 15. | John Cannon | MRE/Commander McLaren M8F | 14 | 11,000 | 6 | - | 5 | - | - | - | * | * |
| 16. | Derek Bell + | Lucky Girl/MRE McLaren M8F | 10 | 7,450 | - | - | - | 4 | - | - | - | - |
| 17. | Robert Peckham | Peckham Engineering McLaren M8C | 10 | 7,900 | - | - | - | 11 | - | - | 7 | 6 |
| 18. | Danny Hopkins | Commander Motor Home McLaren M8F | 8 | 10,700 | - | * | 13 | 6 | 9* | * | - | - |
| 19. | Tom Heyser | Roman Brio Lola T260 | 7 | 8,067 | - | 8 | 8 | * | 10 | - | - | - |
| 20. | Gary Wilson | Lee Riders McLaren M8E (T) | 6 | 4,835 | - | - | - | 9 | 7 | - | - | - |
| 21. | Ed Felter + | Blue Magic McLaren M8E | 4 | 9,200 | 8 | 10* | * | 12 | * | - | * | - |
| 22. | John Cordts | WORLD McLaren M8D | 4 | 10,934 | 9* | * | * | * | - | 9* | * | * |
| 23. | Warren Agor + | Hoselton McLaren M8F | 3 | 6,933 | * | * | 12 | 15 | 8 | - | - | - |
| 24. | Peter Sherman | Sherman Racing McLaren M8F | 3 | 6,500 | 10 | 9 | 14 | 17 | - | - | - | - |
| 25. | Peter Gregg | Kendall Porsche Carrera Prototype | 2 | 2,300 | - | - | 9 | - | - | - | - | - |
| | Hans Muller-Perschl | KMW Porsche SP20/908 | 2 | 1,933 | - | - | - | - | - | - | - | 9 |

1972 CANADIAN-AMERICAN CHALLENGE CUP REVIEW

1972 CANADIAN-AMERICAN CHALLENGE CUP REVIEW

| DRIVER | CAR | PTS. | AWARDS | FINISHING POSITIONS | | | | | | | | |
|---------------------------|----------------------------|------|-----------|---------------------|---------------------|-----------------------|------------------|----------------------|-----------------------|------------------|----------------------|--------------------|
| | | | | Mosport, June 11 | Rd. Atlanta, July 9 | Watkins Glen, July 23 | Mid-Ohio, Aug. 6 | Rd. America, Aug. 27 | Donnybrooke, Sept. 17 | Edmonton, Oct. 1 | Laguna Seca, Oct. 15 | Riverside, Oct. 29 |
| 1. George Follmer | Porsche 917/10-Porsche (T) | 130 | \$123,350 | - | 1 | 5 | 1 | 1 | 4* | 3 | 1 | 1 |
| 2. Denis Hulme | McLaren M20-Chevy | 65 | 69,400 | 1 | * | 1 | 4 | * | * | 2 | * | * |
| 3. Milt Minter + | Porsche 917/10-Porsche (T) | 65 | 50,000 | 4 | 3 | 6 | 3 | 7 | 2 | * | 4 | * |
| 4. Mark Donohue | Porsche 917/10-Porsche (T) | 62 | 58,550 | 2 | - | - | - | - | * | 1 | 2 | 3 |
| 5. Francois Cevert | McLaren M8F-Chevy | 59 | 55,000 | - | * | 3 | * | 2 | 1 | * | 3 | * |
| 6. Peter Revson | McLaren M20-Chevy | 48 | 51,000 | 3* | * | 2 | * | * | * | 6 | * | 2 |
| 7. David Hobbs | Lola T310-Chevy | 39 | 25,450 | - | 7 | 4 | 6 | * | * | 5 | 8 | 5 |
| 8. Jackie Oliver | Shadow Mk3-Chevy | 37 | 34,500 | * | * | * | 2 | * | 3 | * | * | 4 |
| 9. Peter Gregg | Porsche 917/10-Porsche | 34 | 25,700 | 5 | 5* | 11 | * | 3 | - | - | - | 6 |
| 10. Charlie Kemp | Lola T222-Chevy | 27 | 22,200 | 9 | 4 | * | 5 | 14 | * | 10 | 6 | * |
| 11. Lothar Motschenbacher | McLaren M8D-Chevy | 26 | 18,150 | 6 | 6 | 7 | * | - | 6 | 7 | 11 | * |
| 12. Gregg Young | McLaren M8F-Chevy | 23 | 17,800 | * | 2 | * | * | 5 | * | - | - | - |
| 13. Jean-Pierre Jarrier | Ferrari 712-Ferrari | 11 | 7,950 | - | - | 10 | - | 4 | - | - | - | - |

* Did not finish

- Did not start

(T) Turbocharged

+ Total points based on best four finishes in first five races and best four finishes in remaining races.

Ties for position resolved according to each driver's record of higher placed finishes in first 10 positions.

Winnings include race purses, qualifying money, and estimated accessory awards.

| DRIVER | CAR | PTS. | AWARDS | Mosport Park | Road Atlanta | Watkins Glen | Mid-Ohio | Road America | Donnybrooke | Edmonton | Laguna Seca | Riverside |
|---------------------|--------------------------------|------|-----------|--------------|--------------|--------------|----------|--------------|-------------|----------|-------------|-----------|
| 14. Bob Nagel | Lola T222-Chevy | 11 | \$ 14,300 | 10 | 13 | 8 | 10 | 8 | 8 | - | 14 | * |
| 15. Carlos Pace | Shadow Mk3-Chevy | 10 | 5,950 | - | - | - | - | * | * | 4 | - | - |
| 16. Gary Wilson | McLaren M8E-Chevy | 10 | 9,300 | - | - | - | 8 | 6 | * | * | 10 | 21 |
| 17. John Cordts | Lola T163/McLaren M8D-Chevy | 8 | 9,900 | * | - | * | * | 11 | 5 | * | * | * |
| Sam Posey | Porsche 917/10-Porsche | 8 | 4,900 | - | - | - | - | - | - | - | 5 | * |
| 19. Scooter Patrick | Alfa Romeo T33/4-Alfa Romeo | 8 | 7,200 | - | 9 | - | - | - | - | - | 7 | 9 |
| 20. Gordon Dewar | McLaren M8C-Chevy | 7 | 7,250 | 8 | 12 | - | 7 | * | - | - | - | - |
| 21. Tom Heyser | Lola T260-Chevy | 5 | 9,400 | - | 11 | - | * | * | 10 | 9 | 9 | 18 |
| 22. Steve Durst | McLaren M8D-Chevy | 4 | 5,900 | 7 | * | * | 19 | * | * | - | - | - |
| Ed Felter | McLaren M8E-Chevy | 4 | 2,800 | - | - | - | - | * | 7 | - | * | 26 |
| Mike Hiss | McLaren M8F-Chevy | 4 | 3,300 | - | - | - | - | - | - | - | * | 7 |
| 25. Warren Agor | McLaren M8B/McLaren M8FP-Chevy | 4 | 8,500 | - | - | 14 | 9 | 9 | 15 | 13 | 20 | - |
| 26. Chuck Parsons | Lola T163/McLaren M8FP-Chevy | 3 | 3,000 | - | 8 | - | - | - | - | - | * | * |
| Hans Wiedmer | McLaren M8E-Chevy | 3 | 4,300 | - | - | - | - | - | 19 | 8 | 17 | * |
| Willi Kauhsen | Porsche 917/10-Porsche (T) | 3 | 2,400 | - | - | - | - | - | - | - | * | 8 |
| 29. Tony Dean | Porsche 908-Porsche | 2 | 3,400 | - | - | 9 | 14 | - | - | - | - | - |
| Pete Sherman | McLaren M12-Chevy | 2 | 2,900 | - | - | - | - | 17 | 9 | - | - | - |
| 31. Roger McCaig | McLaren M8FP-Chevy | 2 | 5,900 | * | 10 | * | 16 | 10 | - | - | - | - |
| 32. Bob Peckham | McLaren M8C-Chevy | 1 | 3,400 | - | - | - | - | - | - | - | 13 | 10 |

A total of 63 drivers started at least one race in the 1972 Can-Am Challenge Cup series; 21 of those drivers started at least five (50 percent) of the races.

Attendance for the 1972 series totaled 382,300, an average of 42,478 per race.

1971 CANADIAN-AMERICAN CHALLENGE CUP REVIEW

| DRIVER | CAR | PTS. | AWARDS | Mosport Park | St. Jovite | Road Atlanta | Watkins Glen | Mid-Ohio | Road America | Donnybrook | Edmonton | Laguna Seca | Riverside |
|--------------------------|---------------------------------------|------|-----------|--------------|------------|--------------|--------------|----------|--------------|------------|----------|-------------|-----------|
| 1. Peter Revson + | McLaren M8F-Chevy | 142 | \$134,500 | 2 | 3 | 1 | 1 | 7* | 1 | 1 | 12 | 1 | 2 |
| 2. Denis Hulme | McLaren M8F-Chevy | 132 | 122,937 | 1 | 2 | 2 | 2 | * | * | 2 | 1 | 3 | 1 |
| 3. Jackie Stewart | Lola T260-Chevy | 76 | 80,950 | * | 1 | * | * | 1 | * | 6 | 2 | 2 | * |
| 4. Jo Siffert | Porsche 917/10 | 68 | 53,700 | - | - | - | 3 | 2 | 2 | 5 | 4 | 5 | - |
| 5. Lothar Motschenbacher | McLaren M8D-Chevy | 52 | 49,700 | 3 | 5 | 3 | * | * | 4 | * | 7 | 6 | * |
| 6. Milt Minter | Porsche 917 | 37 | 25,400 | - | 8 | 5 | - | 6 | - | 7 | 5 | 9 | 6 |
| 7. Tony Adamowicz | McLaren M8B-Chevy | 34 | 27,550 | - | - | 4 | 5 | 3 | * | - | - | 7 | * |
| 8. Chuck Parsons | Lola T160-Chevy/ McLaren M8E-Chevy | 30 | 24,500 | - | 4 | - | - | 5 | * | - | 8 | 10 | 5 |
| 9. Vic Elford | McLaren M8E-Chevy | 25 | 24,350 | - | - | * | 8 | * | 3 | 4 | - | * | - |
| 10. Hiroshi Kazato | Lola T222-Chevy | 19 | 22,250 | 9 | 6 | 14 | 10 | * | 5 | 9 | * | * | * |
| 11. Sam Posey | Ferrari 512M/ McLaren M8E-Chevy | 16 | 12,200 | - | - | - | 6 | - | - | - | - | - | 4 |
| 12. John Cordts ** | McLaren M8C-Chevy | 14 | 14,300 | 5 | * | - | 12 | - | - | - | 6 | 11 | * |
| 13. Dave Causey | Lola T222-Chevy | 14 | 10,600 | 7 | 7 | * | - | * | 6 | - | - | * | - |

* Did not finish

- Did not start

+ Total points based on best four finishes in first five races and best four finishes in remaining five races.

** Not counted as tie for position because of driver's higher finish in the first 10 positions.

Winnings include race purses, qualifying money, shares in championship fund, if any, and estimated accessory awards.

| DRIVER | CAR | PTS. | AWARDS | Mosport Park | St. Jovite | Road Atlanta | Watkins Glen | Mid-Ohio | Road America | Donnybrooke | Edmonton | Laguna Seca | Riverside |
|--------|----------------------|------|-----------|--------------|------------|--------------|--------------|----------|--------------|-------------|----------|-------------|-----------|
| 14. | Jackie Oliver | 12 | \$ 23,700 | - | * | * | * | - | 12 | * | 3 | * | * |
| | Gregg Young | 12 | 11,600 | - | - | - | - | - | * | 3 | - | - | - |
| | Howden Ganley | 12 | 9,850 | - | - | - | - | - | - | - | - | - | 3 |
| 17. | Tom Dutton ** | 12 | 13,400 | 11 | 9 | 8 | 15 | 8 | 7 | 12 | * | 12 | 11 |
| 18. | Herbert Mueller | 11 | 7,100 | - | - | - | - | 4 | 10 | * | - | - | - |
| 19. | Mario Andretti | 10 | 7,200 | - | - | - | 4 | - | - | - | - | - | - |
| | Bob Bondurant | 10 | 10,350 | 4 | * | * | 16 | - | - | - | - | - | - |
| | Brian Redman | 10 | 7,350 | - | - | - | - | - | - | - | - | 4 | - |
| 22. | Roger McCaig ** | 10 | 8,050 | 10 | * | 7 | * | * | - | * | * | * | 7 |
| 23. | Bob Brown | 9 | 16,350 | 6 | * | - | 14 | * | - | 8 | * | * | - |
| 24. | Dick Durant ** | 7 | 5,950 | 19 | 10 | 6 | - | 12 | - | - | - | - | - |
| 25. | Jim Adams | 7 | 14,350 | 8 | - | 10* | - | - | - | - | * | 8 | * |
| 26. | Steve Matchett | 5 | 7,300 | * | * | - | * | 9 | 8 | 11 | 11 | 13 | - |
| 27. | Andrea de Adamich ** | 4 | 2,500 | - | - | - | 7 | - | - | - | - | - | - |
| 28. | Gary Wilson ** | 4 | 4,350 | - | - | - | - | - | - | * | * | 15 | 8 |
| 29. | George Drolsom | 4 | 6,250 | - | 15 | * | - | * | 9 | 14 | 9 | 16 | - |
| 30. | Charles Kemp | 3 | 2,650 | * | - | 9 | 19 | 15 | - | - | - | - | 10 |
| | Gijs van Lennep | 2 | 1,500 | - | - | - | 9 | - | - | - | - | - | - |
| | George Follmer | 2 | 3,500 | - | - | - | - | - | - | - | - | - | 9 |
| 33. | Bob Nagel | 1 | 3,200 | * | 11 | * | - | * | - | 10 | 0 | - | - |
| | Jim Butcher | 1 | 3,700 | - | - | - | - | 10 | 11 | * | 14 | - | * |

A total of 69 drivers started at least one race in the 1971 Can-Am Challenge Cup series; 24 of those drivers started at least five (50 percent) of the races.

Attendance for the 1971 series totaled 395,950, an average of 39,595 per race.

1970 CANADIAN-AMERICAN CHALLENGE CUP REVIEW

| <u>DRIVER</u> | <u>CAR</u> | <u>PTS.</u> | <u>AWARDS</u> | Mosport Park | St. Jovite | Watkins Glen | Edmonton | Mid-Ohio | Road America | Road Atlanta | Donnybrook | Laguna Seca | Riverside |
|--------------------------|---------------------|-------------|---------------|--------------|------------|--------------|----------|----------|--------------|--------------|------------|-------------|-----------|
| 1. Denis Hulme | McLaren M8D-Chevy | 132 | \$162,202 | 3 | * | 1 | 1 | 1 | 15 | * | 1 | 1 | 1 |
| 2. Lothar Motschenbacher | McLaren M8B-Chevy | 65 | 81,100 | * | 2 | * | 3 | 3 | * | 3 | 6 | * | 5 |
| 3. Peter Gethin | McLaren M8D-Chevy | 56 | 68,900 | - | - | - | 2 | * | 1 | * | 2 | * | * |
| 4. Dave Causey + | Lola T163-Chevy | 49 | 58,450 | 7 | 9 | 13 | 5 | * | 3 | 2 | 8 | 9 | 8 |
| 5. Jackie Oliver | Norris Ti22-Chevy | 45 | 50,800 | 2 | - | - | - | - | - | - | - | 2 | 2 |
| 6. Tony Dean | Porsche 908 | 44 | 48,850 | 4 | * | * | * | * | 5 | 1 | 7 | * | 9 |
| 7. Dan Gurney | McLaren M8D-Chevy | 42 | 43,000 | 1 | 1 | 9 | - | - | - | - | - | - | - |
| 8. Peter Revson | L&M Lola T220-Chevy | 39 | 40,850 | * | * | * | * | 2 | * | * | 3 | 3 | * |
| 9. Bob Brown | McLeagle-Chevy | 35 | 31,500 | * | 4 | 8 | 4 | - | 6 | * | * | * | 6 |
| 10. Roger McCaig | McLaren M8C-Chevy | 34 | 32,700 | 5 | 5 | * | 8 | 6 | * | 5 | * | 11 | 10 |
| 11. Chris Amon | STP March 707-Chevy | 28 | 16,000 | - | - | - | - | - | - | - | 5 | 4 | 4 |
| 12. Gary Wilson | Lola T163-Chevy | 27 | 19,400 | 12 | - | 15 | 6 | 5 | 4 | * | * | 8 | - |
| 13. Pedro Rodriguez | Castrol BRM-Chevy | 26 | 19,000 | - | - | - | - | - | - | - | 9 | 5 | 3 |

* Did not finish

- Did not start

+ Total points based on best four finishes in first five races and best four finishes in remaining five races.

Winnings include race purses, shares in championship fund, if any, and estimated accessory awards.

| | DRIVER | CAR | PTS. | AWARDS | FINISHING POSITIONS | | | | | | | | | |
|-----|--------------------|------------------------------------|------|-----------|---------------------|----|----|---|----|----|----|----|----|----|
| 14. | Chuck Parsons | Lola T160-Chevy | 19 | \$ 14,760 | - | 8 | - | - | - | 4 | * | * | * | * |
| 15. | Vic Elford | Chaparral 2J-Chevy/ Porsche 917 | 16 | 12,700 | - | - | 4 | - | - | * | * | 6 | * | * |
| 17. | Oscar Koveleski | Autoworld McLaren-Chevy | 16 | 13,750 | * | 6 | 12 | - | - | * | * | 4 | 12 | * |
| | Jo Siffert | Porsche 917 | 15 | 10,100 | - | - | 2 | - | - | - | - | - | - | - |
| | Bob Bondurant | Oeser Lola T160-Chevy | 15 | 16,550 | - | * | 14 | * | - | * | 2 | * | - | * |
| 19. | Jim Adams | Ferrari 512 | 14 | 9,400 | - | - | 20 | 7 | - | * | - | - | 4 | * |
| 20. | George Eaton | Castrol BRM-Chevy | 12 | 10,900 | * | 3 | * | * | - | * | - | * | * | - |
| | Richard Attwood | Porsche 917 | 12 | 7,100 | - | - | 3 | - | - | - | - | - | - | - |
| 22. | Dick Durant ** | Lola T163-Chevy | 12 | 12,100 | 8 | - | - | - | - | 7 | 9 | * | * | 15 |
| 23. | Mario Andretti | Ferrari 512 | 8 | 4,800 | - | - | 5 | - | - | - | - | - | - | - |
| | Tony Adamowicz | McLaren M12-Chevy | 8 | 6,300 | - | - | - | - | - | - | - | * | - | 7 |
| 25. | Gijs van Lennep | Porsche 917 | 6 | 4,000 | - | - | 6 | - | - | - | - | - | - | - |
| | Gordon Dewar | McLaren M6B-Chevy | 6 | 7,650 | 6 | * | - | * | 17 | - | * | 13 | - | - |
| 27. | Graeme Lawrence ** | McLaren M12-Chevy | 6 | 9,500 | * | * | * | * | 12 | 8 | 9 | 11 | 10 | * |
| 28. | Brian Redman | Porsche 917 | 4 | 3,300 | - | - | 7 | - | - | - | - | - | - | - |
| 29. | Leonard Janke | McLaren M3-Chevy | 2 | 2,650 | * | - | - | - | 9 | * | - | - | - | - |
| | Brooke Doran | Lola T163-Chevy | 2 | 2,100 | 9 | - | - | - | - | - | - | - | - | - |
| 31. | Clif Apel | McLaren M6B-Chevy | 1 | 3,450 | - | 10 | * | - | - | - | 11 | * | - | - |
| | Rainer Brezinka | McLaren M3-Chevy | 1 | 4,400 | 10 | - | - | - | - | - | - | 11 | 18 | - |
| | Gerard Larrousse | Porsche 908 | 1 | 1,600 | - | - | 10 | - | - | - | - | - | - | - |
| | Chuck Frederick | McKee Mk6-Olds | 1 | 2,800 | - | - | - | - | - | - | * | - | 17 | * |
| | Bob Nagel | Lola T70-Ford | 1 | 5,000 | * | * | 17 | - | 10 | - | * | - | - | * |
| | Ron Goldleaf | McLaren M6B-Chevy | 1 | 3,550 | * | * | * | - | 18 | 10 | * | - | - | - |
| | George Drolsom | Lola T70-Chevy | 1 | 2,100 | - | - | - | - | - | - | * | 10 | - | - |
| | Peter Gregg | Lola T165-Chevy | 1 | 3,600 | - | - | - | - | - | - | - | - | 10 | 12 |
| | | | | | - | - | - | - | - | - | - | - | 13 | 13 |

** Dick Durant awarded 22nd place because his highest finish did not equal those of George Eaton and Richard Attwood. Graeme Lawrence awarded 27th place because his highest finish did not equal those of Gijs van Lennep and Gordon Dewar.

Attendance for the 1970 series totaled 369,575, an average of 36,957 per race.

1969 CANADIAN-AMERICAN CHALLENGE CUP REVIEW

| DRIVER | CAR | PTS. | AWARDS | FINISHING POSITIONS | | | | | | | | | |
|--------------------------|--|------|-----------|---------------------|------------|--------------|----------|----------|--------------|----------------|----------|-------------|-----------|
| | | | | Mosport Park | St. Jovite | Watkins Glen | Edmonton | Mid-Ohio | Road America | Bridghehampton | Michigan | Laguna Seca | Riverside |
| 1. Bruce McLaren | McLaren M8B-Chevy | 165 | \$160,950 | 1 | 2 | 1 | 1 | * | 2 | 1 | 2 | 1 | * |
| 2. Denis Hulme + | McLaren M8B-Chevy | 160 | 151,134 | 2 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 2 | 1 |
| 3. Chuck Parsons + | Lola T163-Chevy | 81 | 77,000 | 5 | 3 | 5 | * | * | 3 | 7 | 6 | 3 | 2 |
| 4. Jo Siffert | Porsche 917PA | 56 | 50,200 | - | - | 6 | - | 4 | * | 3 | 4 | 5 | * |
| 5. George Eaton + | McLaren M12-Chevy | 50 | 51,300 | 9 | 7 | 4 | 3 | 6 | * | * | 8 | * | 2 |
| 6. Chris Amon | Ferrari 612/ McLaren M8B-Chevy | 39 | 47,000 | - | - | 3 | 2 | 3 | * | * | * | * | * |
| 7. Lothar Motschenbacher | McLaren M12-Chevy | 35 | 32,350 | * | 4 | * | * | * | 6 | 4 | * | 8 | * |
| 8. Tony Dean + | Porsche 908 | 31 | 34,000 | - | - | 9 | - | 8 | 5 | 6 | 7 | 7 | 8 |
| 9. John Surtees | Chaparral 2H-Chevy/ McLaren M12-Chevy | 30 | 24,000 | 3 | * | 12 | 4 | 5 | * | * | - | * | * |
| 10. John Cordts | McLaren M3B-Chevy/ McLaren M6B-Ford | 24 | 20,000 | 4 | 5 | * | - | - | - | - | - | 6 | * |
| 11. Dan Gurney | AAR McLaren-Ford/Chevy/ McLaren M8B-Chevy | 22 | 14,050 | * | - | - | - | - | - | - | 3 | * | 4 |
| Mario Andretti | McLaren-Ford 429er | 22 | 12,050 | - | - | - | - | - | * | - | - | 4 | 3 |

* Did not finish

- Did not start

+ Total points based on best four finishes in first five races and best five finishes in remaining six races.
 Winnings include race purses, shares in championship fund, if any, and estimated accessory awards.

1969 CAN-AM REVIEW - Cont'd

| | DRIVER | CAR | PTS. | AWARDS | FINISHING POSITIONS | | | | | | | | | | | |
|-----|---------------------|------------------------------------|------|-----------|---------------------|------------|--------------|----------|----------|--------------|---------------|----------|-------------|-----------|-------|----|
| | | | | | Mosport Park | St. Jovite | Watkins Glen | Edmonton | Mid-Ohio | Road America | Bridgehampton | Michigan | Laguna Seca | Riverside | Texas | |
| 13. | Peter Revson ** | Lola T163-Chevy | 22 | \$ 13,600 | - | - | - | 5 | 14 | 11 | - | - | * | * | 5 | * |
| 14. | Dick Brown | McLaren M6B-Chevy | 13 | 13,300 | * | * | * | - | 9 | 7 | 8 | * | * | 10 | 8 | * |
| 15. | Jack Brabham | Kar Kraft-Ford/ Allan Mann-Ford | 12 | 6,900 | - | - | - | - | - | - | - | - | * | - | - | 3 |
| 16. | Tom Dutton | Lola T70-Chevy | 9 | 7,650 | 11 | 10 | * | 5 | 14 | 11 | - | - | - | - | - | - |
| | Pedro Rodriguez | Matra 650/Ferrari 312 | 9 | 4,900 | - | - | 10 | - | - | - | 5 | - | - | - | - | 9 |
| | Leonard Janke | McLaren-Chevy | 9 | 7,900 | 10 | - | * | 7 | - | * | 9 | 18 | - | * | - | - |
| 19. | Jacques Couture | McLaren-Chevy | 8 | 5,100 | 6 | 9 | - | - | - | - | - | - | - | - | - | - |
| | Kris Harrison | McLaren-Chevy | 8 | 8,600 | - | - | - | 6 | 13 | 10 | 10 | 13 | 14 | * | - | - |
| | Andrea de Adamich | McLaren M12-Chevy | 8 | 5,200 | - | - | - | - | - | - | - | 5 | - | - | - | - |
| 22. | Oscar Koveleski | McLaren M6B-Chevy | 7 | 7,300 | 7 | * | 11 | - | 12 | - | - | - | - | - | - | - |
| | Gary Wilson | Lola T163-Chevy | 7 | 6,100 | - | - | - | - | 10 | * | - | - | * | * | 6 | 12 |
| 24. | Fred Baker | McLaren M6B-Chevy | 6 | 3,900 | - | 6 | * | - | - | - | - | - | - | - | - | - |
| | Dave Causey | McLaren M6B-Chevy | 6 | 5,100 | - | - | - | - | - | - | - | - | 9 | - | - | 7 |
| 26. | Richard Galloway | Lola T160-Chevy | 5 | 5,800 | 8 | * | * | * | - | * | - | - | 15 | 9 | * | * |
| 27. | Jo Bonnier | Lola T70-Chevy | 4 | 3,100 | - | - | 7 | - | - | - | - | - | - | - | - | - |
| 28. | Joe Leonard | Cro/Sal McKee-Olds | 3 | 2,600 | - | 8 | - | - | - | - | - | - | - | - | - | - |
| | Johnny Servoz-Gavin | Matra 650 | 3 | 2,600 | - | - | 8 | - | - | - | - | - | - | - | - | - |
| | Roger McCaig | McLaren M6B-Chevy | 3 | 5,300 | - | - | - | * | - | - | - | - | * | 11 | 9 | 10 |
| 31. | Brooke Doran | Lola T160-Chevy | 2 | 2,600 | - | - | * | - | * | 9 | - | - | 14 | - | - | - |
| 32. | David Hobbs | McLaren M6B-Ford | 1 | 2,100 | - | - | - | - | - | * | - | - | 10 | - | - | - |
| | Spence Stoddard | McLaren M3-Chevy | 1 | 1,600 | - | - | - | - | - | - | - | - | - | * | 10 | - |

** Peter Revson awarded 13th place because his highest finish did not equal those of Dan Gurney and Mario Andretti.

Attendance for the 1969 series totaled 401,200, an average of 36,472 per race.

1968 CANADIAN-AMERICAN CHALLENGE CUP REVIEW

| DRIVER | CAR | PTS. | AWARDS | FINISHING POS. | | | | | |
|--------------------------|--------------------------|------|----------|----------------|---------------|----------|-------------|-----------|----------|
| | | | | Road America | Bridgehampton | Edmonton | Laguna Seca | Riverside | Stardust |
| 1. Denis Hulme | McLaren M8A-Chevy | 35 | \$93,060 | 1 | * | 1 | 2 | 5 | 1 |
| 2. Bruce McLaren | McLaren M8A-Chevy | 24 | 69,970 | 2 | * | 2 | 5 | 1 | 6 |
| 3. Mark Donohue | Sunoco McLaren M6B-Chevy | 23 | 47,040 | 3 | 1 | 3 | 8 | 2 | - |
| 4. Jim Hall | Chaparral 2G-Chevy | 12 | 26,240 | 5 | 2 | 11 | - | 3 | * |
| 5. Lothar Motschenbacher | McLaren M6B-Ford | 11 | 23,360 | 6 | 3 | * | 4 | 4 | * |
| 6. John Cannon | McLaren M3B-Chevy | 10 | 29,450 | - | - | - | 1 | 6 | * |
| 7. George Follmer | Lola T70-Ford | 6 | 14,770 | - | - | - | * | * | 2 |
| 8. Jerry Titus + | McLaren M6B-Chevy | 5 | 12,440 | - | - | * | 6 | 13 | 3 |
| 9. Sam Posey | Autodynamics Lola-Chevy | 5 | 13,245 | 10 | 8 | 4 | 9 | * | 5 |
| Chuck Parsons | Lola T160-Chevy | 5 | 11,195 | * | * | 5 | * | 11 | 4 |
| 11. George Eaton | McLaren M3-Ford | 4 | 10,750 | 8 | * | 10 | 3 | * | 7 |
| 12. Peter Revson | McLaren M6B-Ford | 3 | 6,100 | 4 | * | * | 12 | * | * |
| Swede Savage | AAR Lola T160-Ford | 3 | 4,250 | - | 4 | * | * | 8 | * |
| 14. Dick Brown | McLaren M6B-Chevy | 2 | 4,100 | * | 5 | - | - | 9 | 9 |
| 15. Dan Gurney | AAR McLaren-Ford | 1 | 1,250 | - | 6 | * | * | * | * |
| Charley Hayes | Cro/Sal McKee-Olds | 1 | 3,200 | 7 | 6 | - | - | * | * |

* Did not finish

- Did not start

+ Jerry Titus awarded eighth place because of his third-place finish at Las Vegas.
Other ties stand.

Winnings include race purses, shares in championship fund, if any, and estimated accessory awards.

1967 CANADIAN-AMERICAN CHALLENGE CUP REVIEW

| DRIVER | CAR | PTS. | AWARDS | FINISHING POS. | | | | | |
|-----------------------|------------------------|------|----------|----------------|---------------|--------------|-------------|-----------|----------|
| | | | | Road America | Bridgehampton | Mosport Park | Laguna Seca | Riverside | Stardust |
| 1. Bruce McLaren | McLaren M6A-Chevy | 30 | \$62,300 | * | 2 | 2 | 1 | 1 | * |
| 2. Denis Hulme | McLaren M6A-Chevy | 27 | 45,000 | 1 | 1 | 1 | 12 | * | * |
| 3. John Surtees + | Lola-Chevy | 16 | 27,200 | 3 | 4 | * | * | * | 1 |
| 4. Mark Donohue | Sunoco Spl. Lola-Chevy | 16 | 24,200 | 2 | * | * | * | 3 | 2 |
| 5. Jim Hall | Chaparral 2G-Chevy | 15 | 20,900 | 4 | * | - | 2 | 2 | * |
| 6. George Follmer | Sunoco Spl. Lola-Chevy | 10 | 15,975 | * | 3 | 6 | 3 | 6 | * |
| Mike Spence | Soucy McLaren-Chevy | 10 | 15,675 | - | * | 3 | * | 5 | 3 |
| 8. Bud Morley | Lola-Chevy | 5 | 10,600 | 8 | * | - | 4 | * | 5 |
| 9. Charley Hayes | Cro/Sal McKee-Olds | 3 | 7,850 | 10 | * | - | * | 7 | 4 |
| Parnelli Jones | Lola-Ford | 3 | 6,150 | - | - | - | * | 3 | * |
| Peter Revson | Lola-Chevy | 3 | 6,050 | * | * | 4 | 10 | * | * |
| 12. Skip Scott | McLaren-Chevy | 2 | 6,000 | 5 | 15 | 7 | * | 14 | 12 |
| Lothar Motschenbacher | Lola-Chevy | 2 | 4,800 | 9 | 5 | 9 | 15 | 15 | 16 |
| Chris Amon | Ferrari P4 | 2 | 4,500 | - | - | - | 5 | 8 | 11 |
| 15. Bill Eve | Lola-Chevy | 1 | 4,000 | * | 10 | * | 6 | 9 | - |
| Chuck Parsons | McLaren-Chevy | 1 | 3,300 | * | 6 | * | 14 | 12 | 10 |
| Jerry Hansen | McLaren-Chevy | 1 | 2,200 | 6 | - | - | - | - | - |
| Rick Muther | Lola-Chevy | 1 | 1,900 | - | - | - | - | - | 6 |

* Did not finish

- Did not start

+ John Surtees awarded third place because of his first-place finish at Las Vegas. Other ties stand.

Winnings include race purses and shares in championship fund, if any. Winnings do not include accessory award estimates.

1966 CANADIAN-AMERICAN CHALLENGE CUP REVIEW

| DRIVER | CAR | PTS. | AWARDS | FINISHING POS. | | | | | |
|---------------------------|------------------------|------|----------|----------------|---------------|--------------|-------------|-----------|----------|
| | | | | St. Jovite | Bridgehampton | Mosport Park | Laguna Seca | Riverside | Stardust |
| 1. John Surtees | Lola-Chevy | 27 | \$48,100 | 1 | * | * | 12 | 1 | 1 |
| 2. Mark Donohue | Sunoco Spl. Lola-Chevy | 21 | 25,850 | - | 5 | 1 | 4 | 4 | 3 |
| 3. Bruce McLaren | McLaren-Chevy | 20 | 22,560 | 2 | 3 | - | 3 | * | 2 |
| 4. Phil Hill | Chaparral 2F-Chevy | 18 | 17,750 | - | 4 | 2 | 1 | * | 7 |
| 5. Jim Hall | Chaparral 2F-Chevy | 12 | 15,595 | - | - | * | 2 | 2 | * |
| 6. Chris Amon | McLaren-Chevy | 10 | 10,500 | 3 | 2 | * | 28 | * | * |
| 7. Dan Gurney | AAR Lola-Ford | 9 | 8,325 | - | 1 | * | * | * | * |
| 8. Chuck Parsons | McLaren-Chevy | 6 | 8,450 | 6 | 6 | 3 | 16 | 8 | * |
| 9. Graham Hill + | Lola-Chevy | 4 | 6,115 | - | - | - | - | 3 | - |
| 10. John Cannon | McLaren-Chevy | 4 | 6,850 | 4 | * | * | 6 | * | - |
| George Follmer | Lola-Ford | 4 | 5,300 | 5 | * | - | 17 | 5 | * |
| Peter Revson | McLaren-Ford | 4 | 4,700 | - | - | - | - | 6 | 4 |
| 13. Earl Jones | McLaren-Chevy | 3 | 3,400 | - | - | 4 | 7 | - | - |
| 14. Lothar Motschenbacher | McLaren-Chevy | 2 | 4,425 | 8 | * | * | 22 | 9 | 5 |
| Paul Hawkins | Lola-Chevy | 2 | 4,250 | - | 15 | 5 | 13 | 7 | 8 |
| Masten Gregory | McLaren-Chevy | 2 | 2,550 | - | * | 10 | 5 | * | * |
| 17. Jerry Titus | Webster-Olds | 1 | 1,500 | - | - | - | - | - | 6 |
| Eppie Wietzes | Ford GT40 | 1 | 1,300 | 13 | - | 6 | - | - | - |

* Did not finish

- Did not start

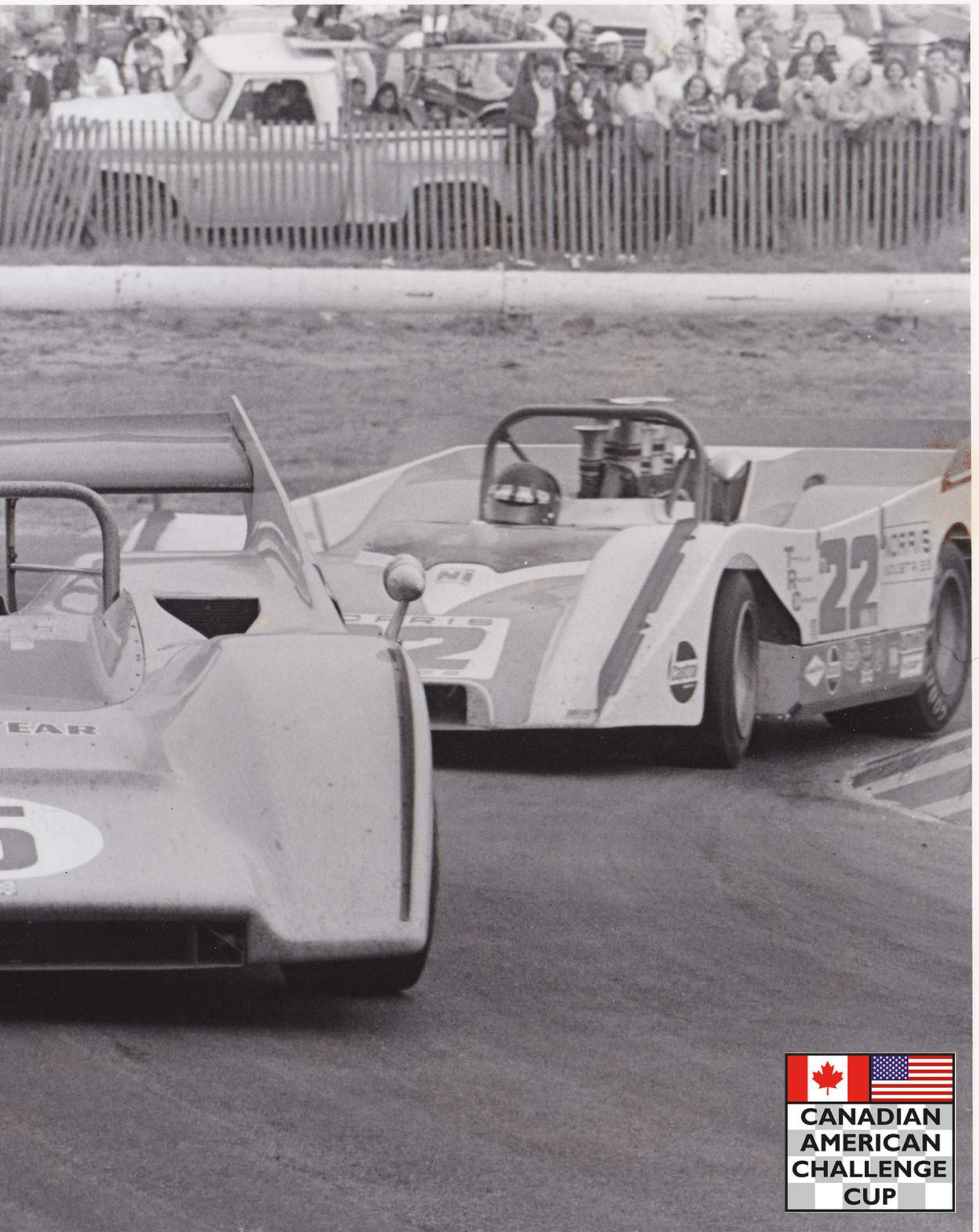
+ Graham Hill awarded ninth place because of third-place finish at Riverside, according to Can-Am rules. Other ties stand.

Winnings include race purses and shares in championship fund, if any. Winnings do not include accessory award estimates.

**Denny Hulme, 1970 Can-Am
winner at Laguna Seca,
leads Jackie Oliver in the
Ti22. Jackie was only
1.2 seconds behind Denny
at the end.**

The above information
is a from a Press Photo
from 1970.





Scaluminations

Realistic Scale Lighting Accessories

Designed for the Model Car Racer and Hobbyist

H0 **1:43** **1:32** **1:24**



Fan-Tastic Flash
LED Crowd Flash System

The heart of the Fan-Tastic Flash system is the digital circuitry within the unit, but the lights they control are where the excitement begins. The system comes with 12 LED panel mount lights (SMD) that are 3mm x 2mm in size, which fit into the hand of most 1/32 and 1/24 scale figures. These are small, but still handle able to the average hobbyist. By simply hot gluing the LEDs to your figures hands and posing their arms you create the effect of them holding a small camera or cell phone and taking a photo. Super thin yet tough insulated leads make it easy to help hide the wires on your figures.

The system can be ordered with either a motion sensor cable to detect moving vehicles or a push button to manually activate the flashing LED's. The motion sensor system uses infrared technology to shoot a beam across the track that is detected by a receiver on the other side. It has a wide viewing angle for ease of set up. It is very versatile with a viewing distance of 20", making it adaptable to custom routed layouts and other types of model car racing. There are no holes to drill in the track bed and no special lighting required.

The unit itself is simple and clean with straight forward features. Power IN – Sensor cable IN. That's it. The unit itself will tuck under most popular grandstands and also has mounts and hardware for wall/table mounting. Inside the "black box" you will find state of the art digital electronics with an 8 bit micro-controller which allows fine tuning and randomization of the flashes. It runs on an efficient 9vdc power source at very low current. The LED's have a life span of 50,000 hours. The unit comes with 18" LED wires that will fit most grandstands and crowd scenes. However, if you need more reach there are 30" leads available on the website.

We are excited to announce the Fan-Tastic Flash LED System has been approved by SlotMods! Look for this exciting new lighting system to be featured in upcoming SlotMods custom slot car tracks.

www.scaluminations.com

[www.facebook/Scaluminations](https://www.facebook.com/Scaluminations)



What a unique and fun product to hit the market... A way to add a bit more realism to your collection... received and can tell you that it's very easy to install, setup, and run... In our next issue we will show it utilized on our 1:32 and HO tracks... In the coming weeks you'll see a preview of the product.

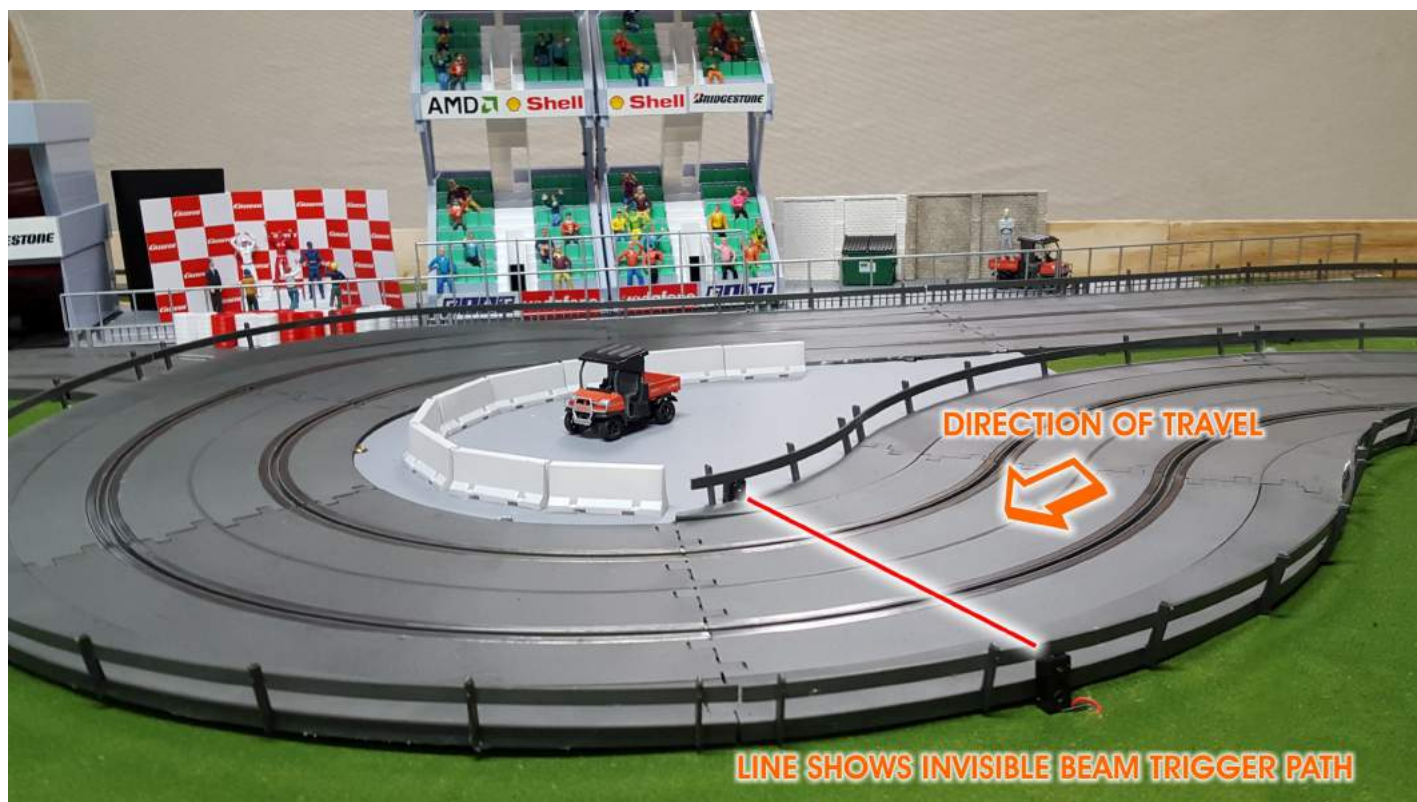
Do yourself a favour and get yourself one of these affordable systems, you won't regret it..



track, and also a bit of distraction to the competition... We have tested the unit that we
ve will showcase the build of our grandstand with the integrated Fan-Tastic Flash system,
v of our build on our Website, Facebook, YouTube, and Twitter pages...

Editor...



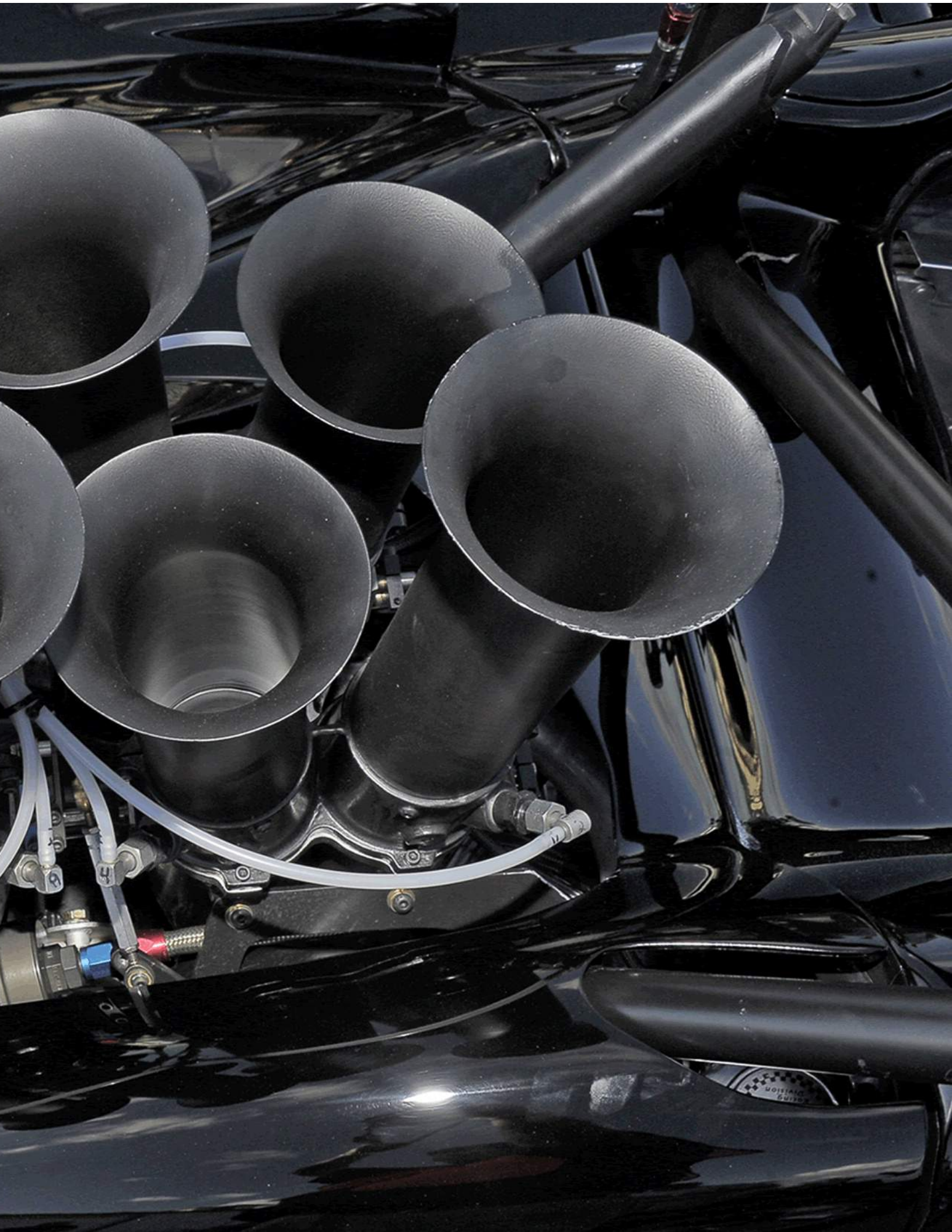


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Slot Car Mods Magazine 176 Volume 1 - Number 3





a Dan Boyd photo
courtesy of Jim Bartel



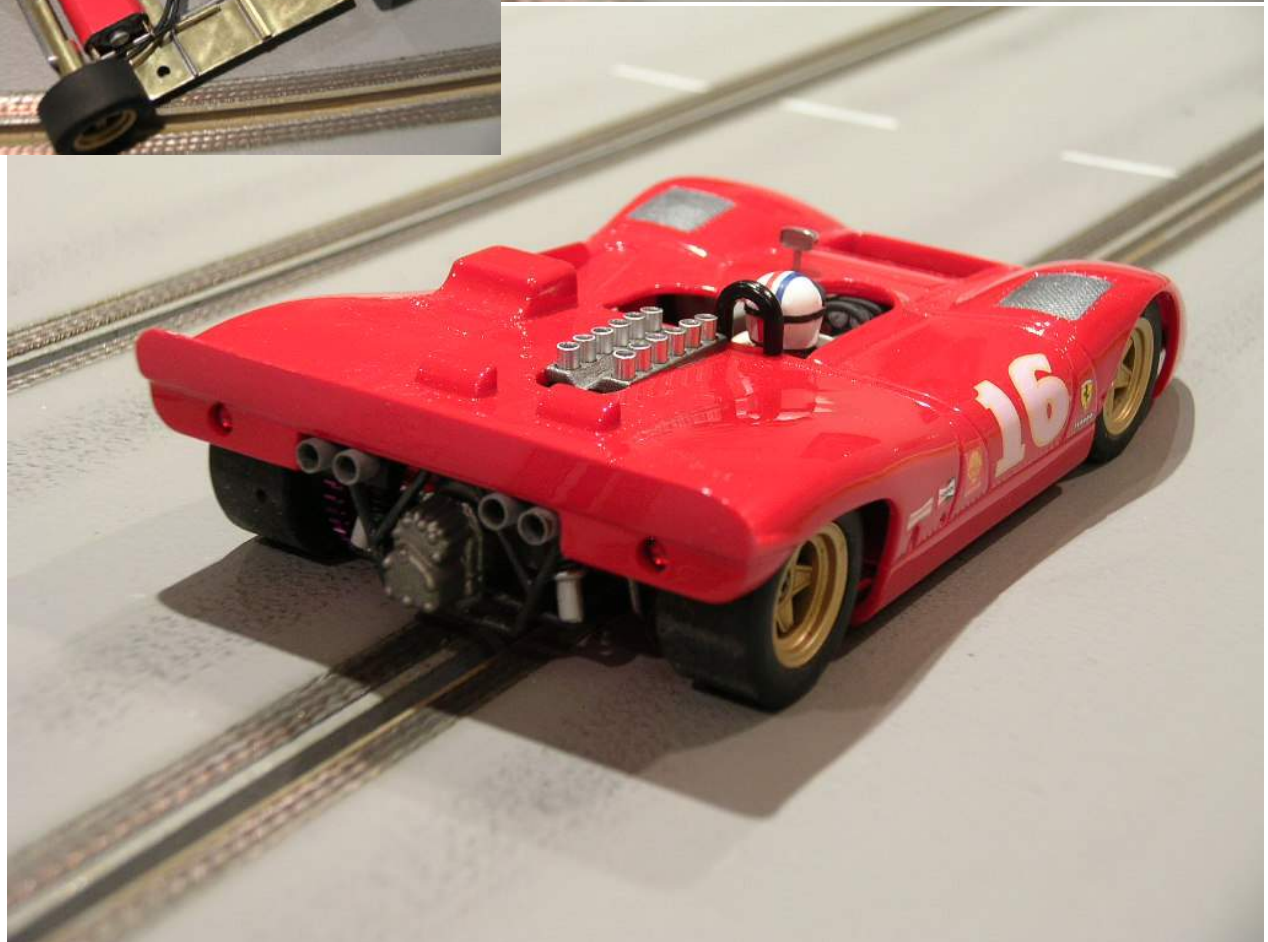
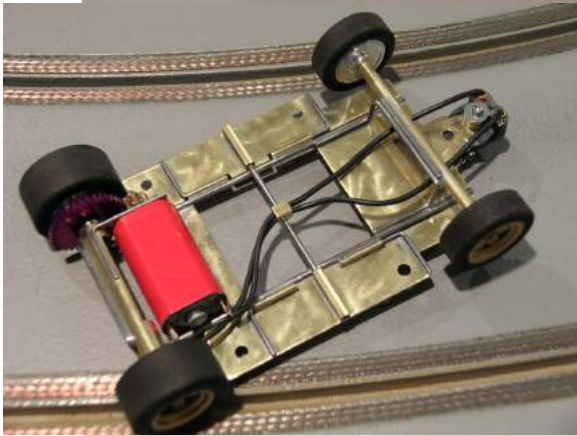
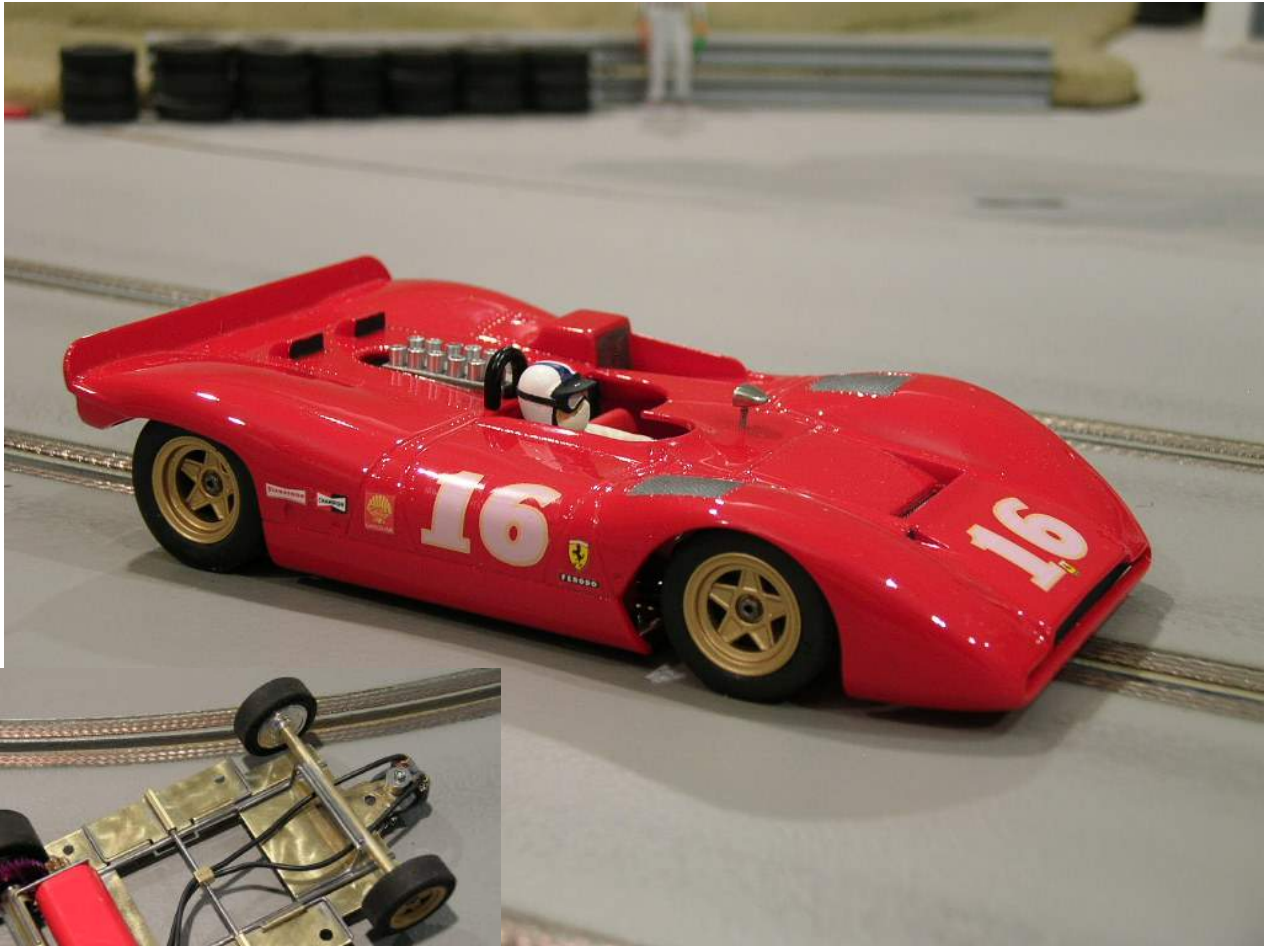
Here are some cars from Chris Walker's collection... Chris, you have some fantastic looking rides there, thanks so much for sharing... Editor...

The first car is a Strombeker McKee MK10.....I made quite a few modifications/additions to the body, and it sits on an AMT brass chassis. This was the car that Paul Newman drove in opening scene from the movie Winning.



Next is an Aurora 1/32 scale Ferrari 612 body that was much modified/detailed, and represents the car Chris Amon drove at Edmonton in '68.

The car sits on a scratchbuilt sidewinder brass chassis, and is powered by a FF050 motor.....one of my favs., and a very quick car!!



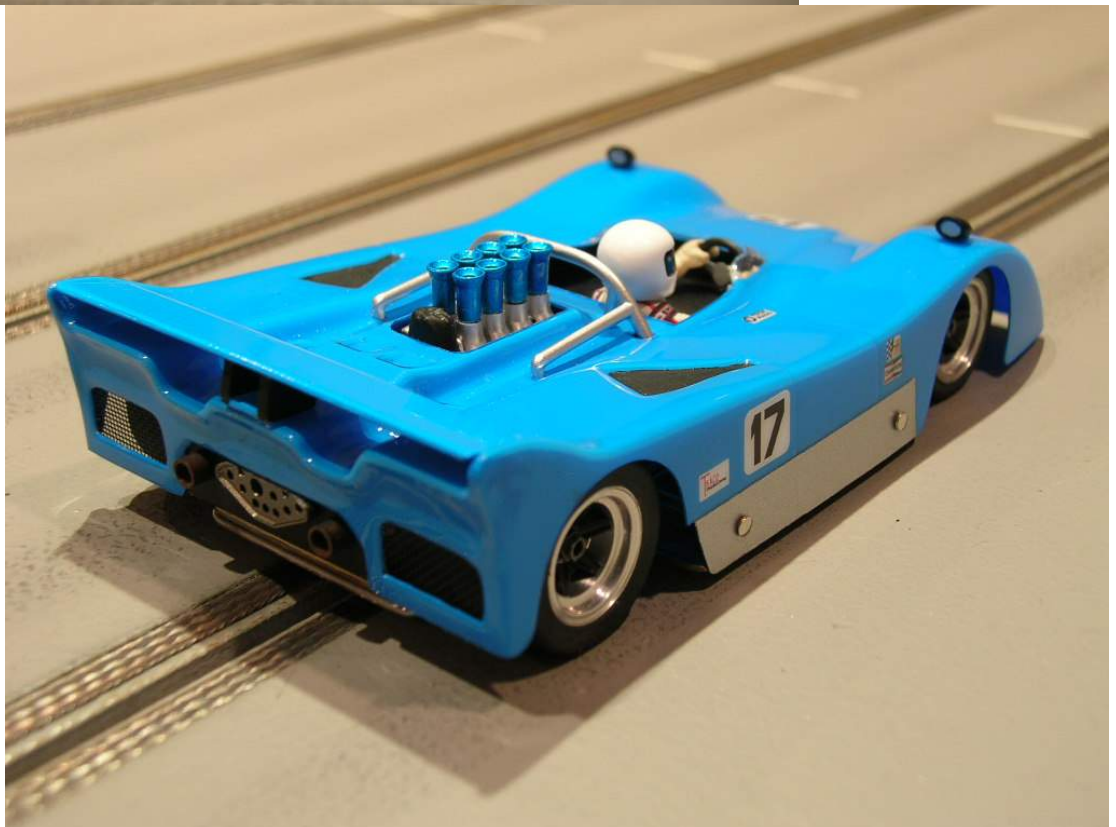
Next, are two Aurora 1/32 McLaren M12's, again, both fairly modified... The white one is painted/decaled to represent the 1969 Jim Hall team car driven by John Surtees, and the gold one is painted to represent the "Great Western Champagne car driven at Watkins glen in 1970. Both sit on scratchbuilt inline chassis.

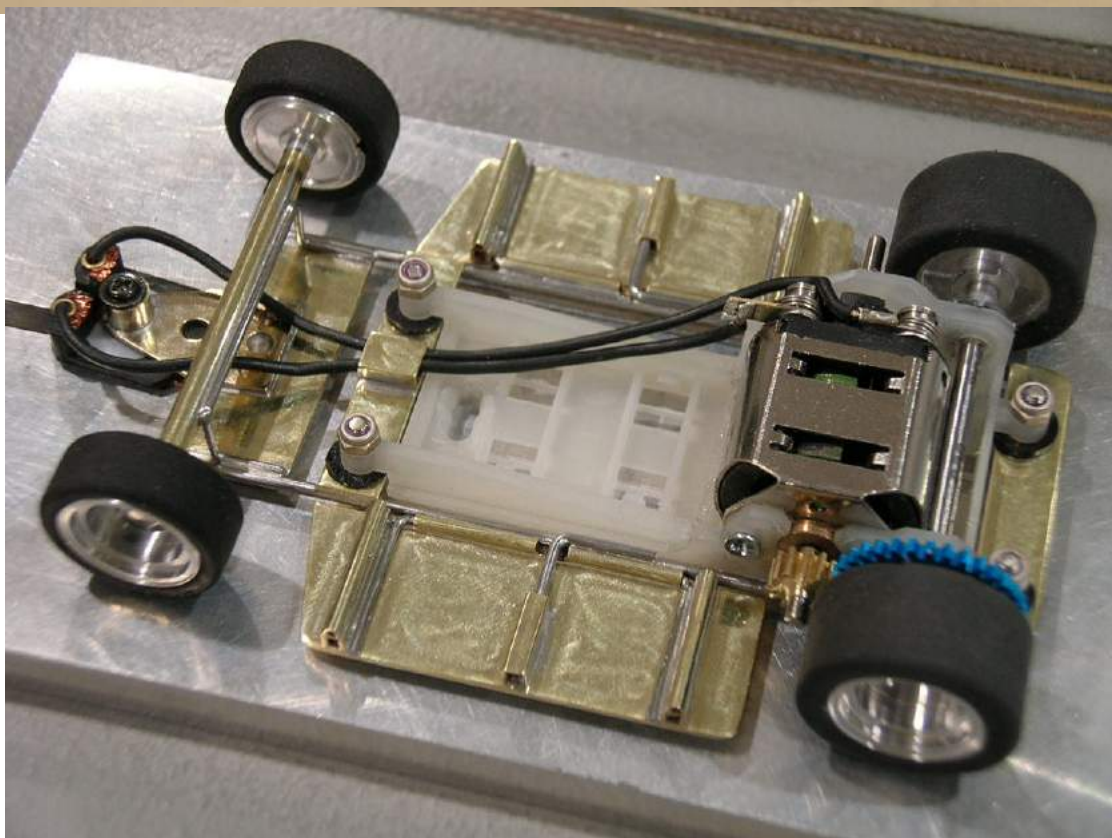
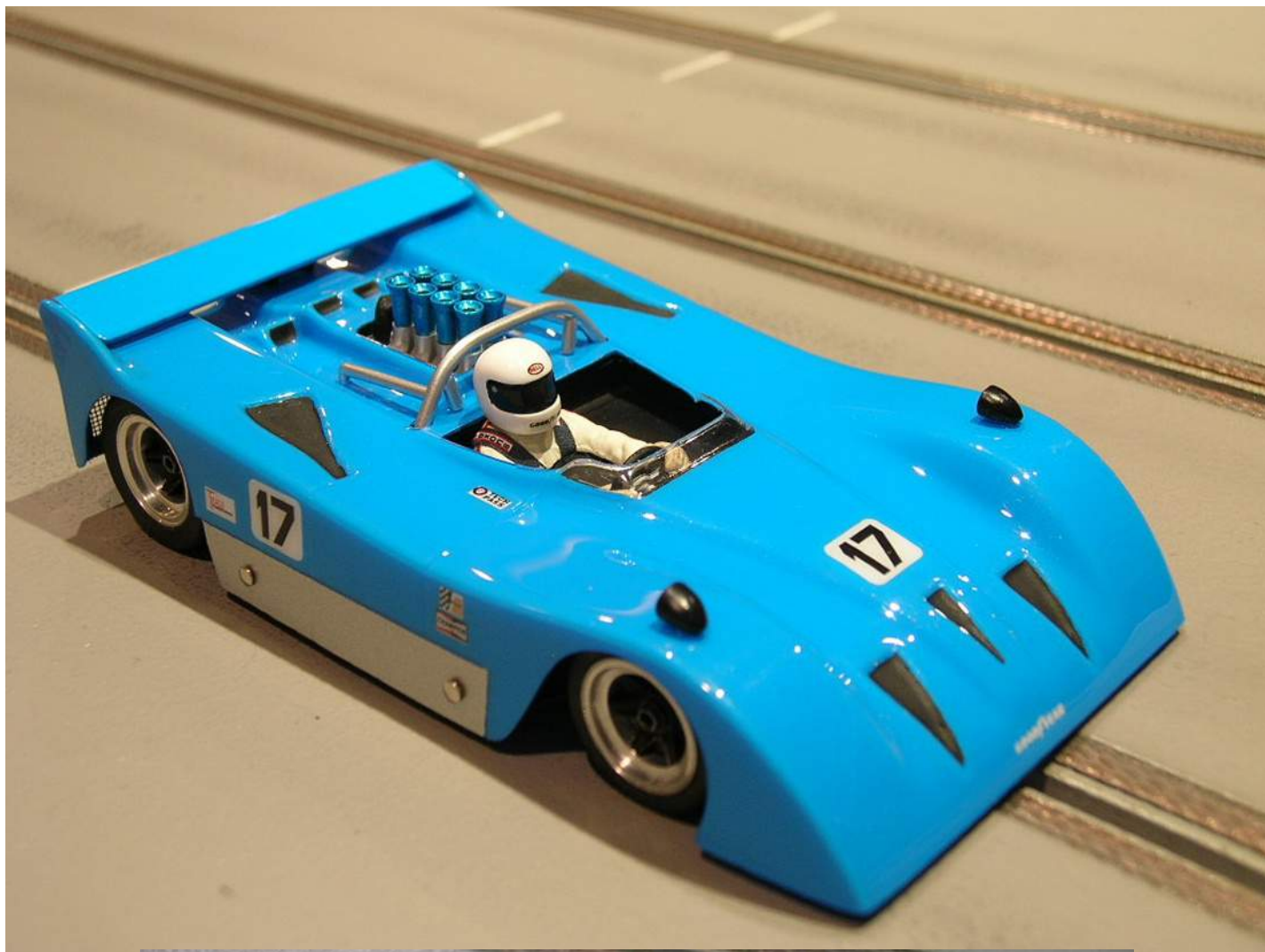




This is a 1/32 March 717 body produced by Truescale... It is a clear lexan body, and it has had extensive modifications (exhausts/trans./intakes/rollbar/screens) etc., to make it look a little better than the original clear body.

It rides on a Hybrid brass/Slot it pod chassis, and is powered by a modified Pro Slot motor...a very very quick car...





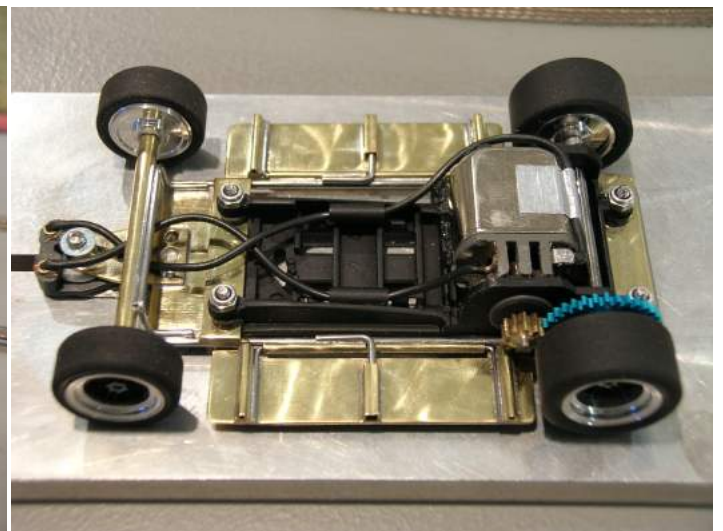
This is a build of a 1/24 Monogram Scarab.....painted/detailed to represent A J Foyts' car from Mosport 1964.

It rides on an original Monogram brass chassis.

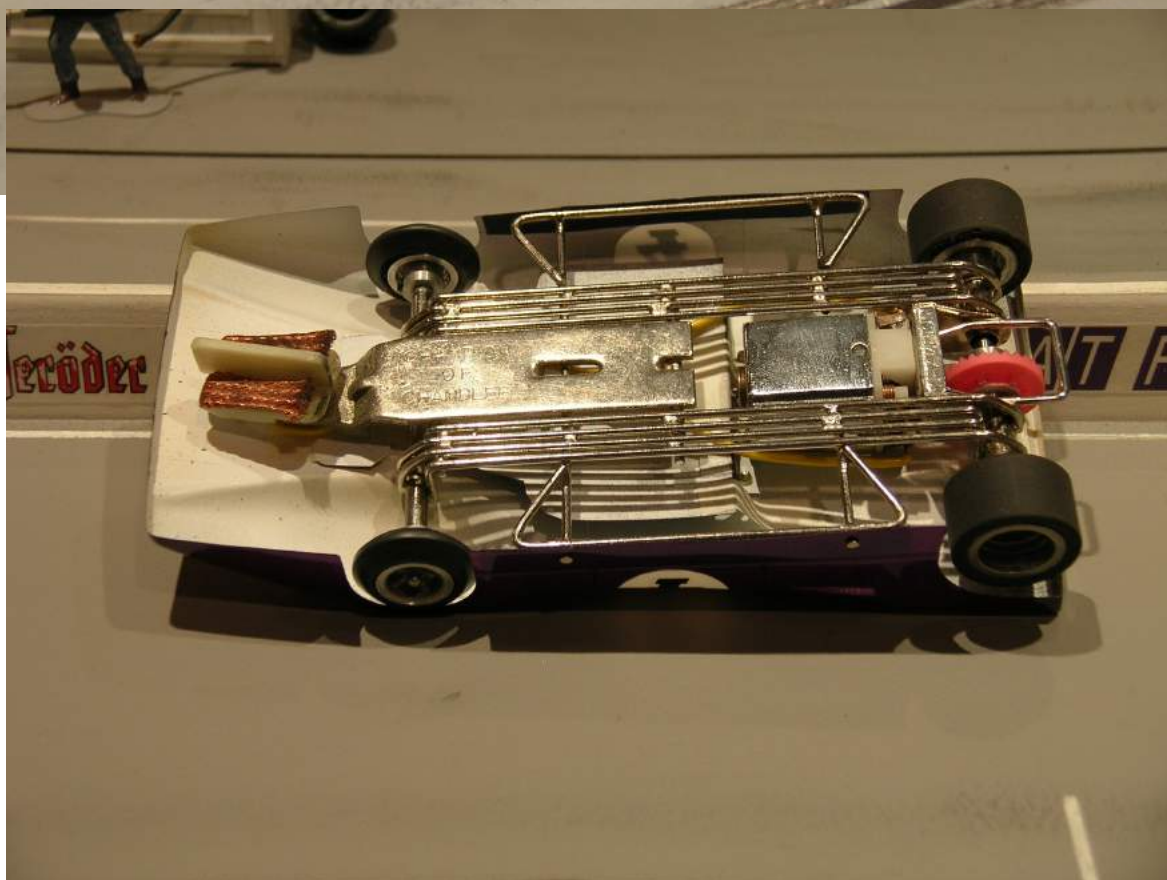


Another clear lexan body from Truescale.....this is a Lola T163 in its well known Simoniz livery. Again, a fair bit of work was done to add some detail bits.

This body also sits on a Hybrid brass/Slot-it chassis and is powered by a Cartrix experimental motor.

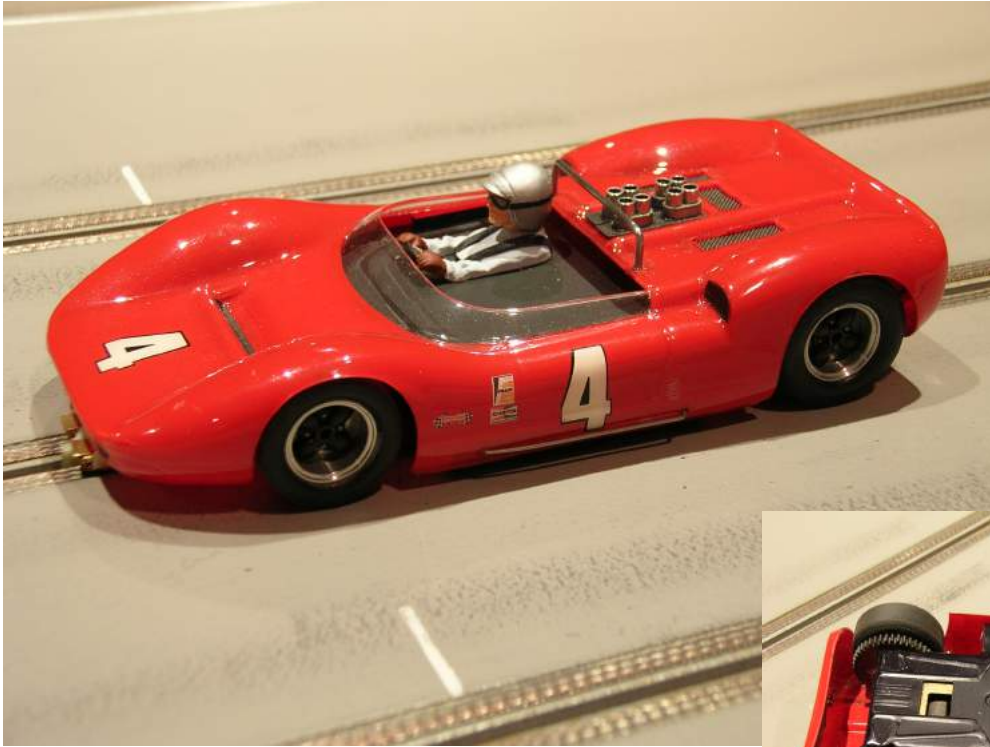


This is a repro of a 1/24 car that I ran in a series in 67.....it is a Lola T160 (fantasy livery) and it sits on a custom Champion 4 rail inline chassis...it is powered by a heavily modified 25D motor

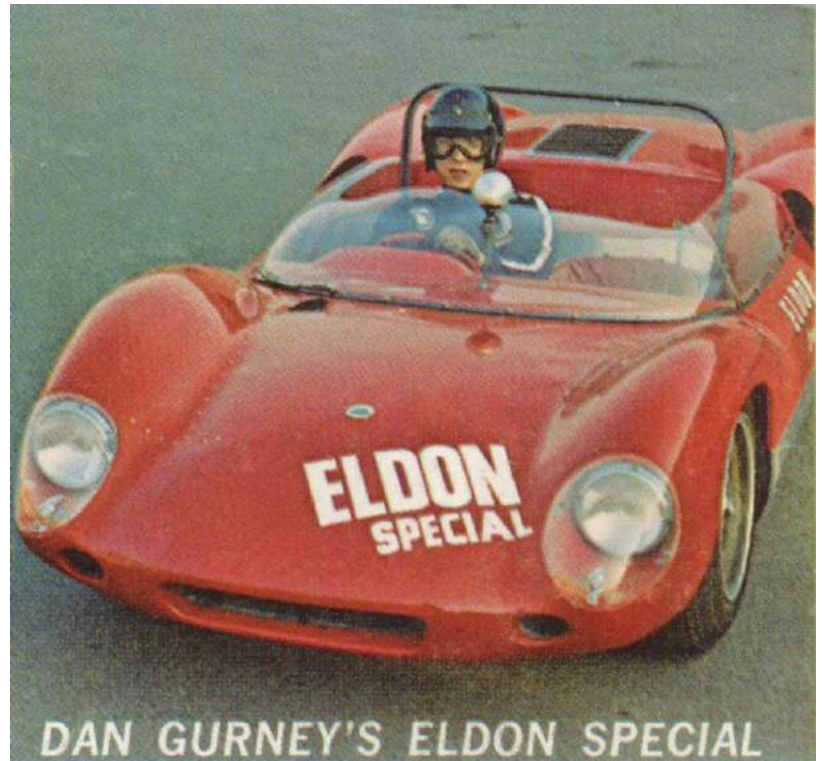


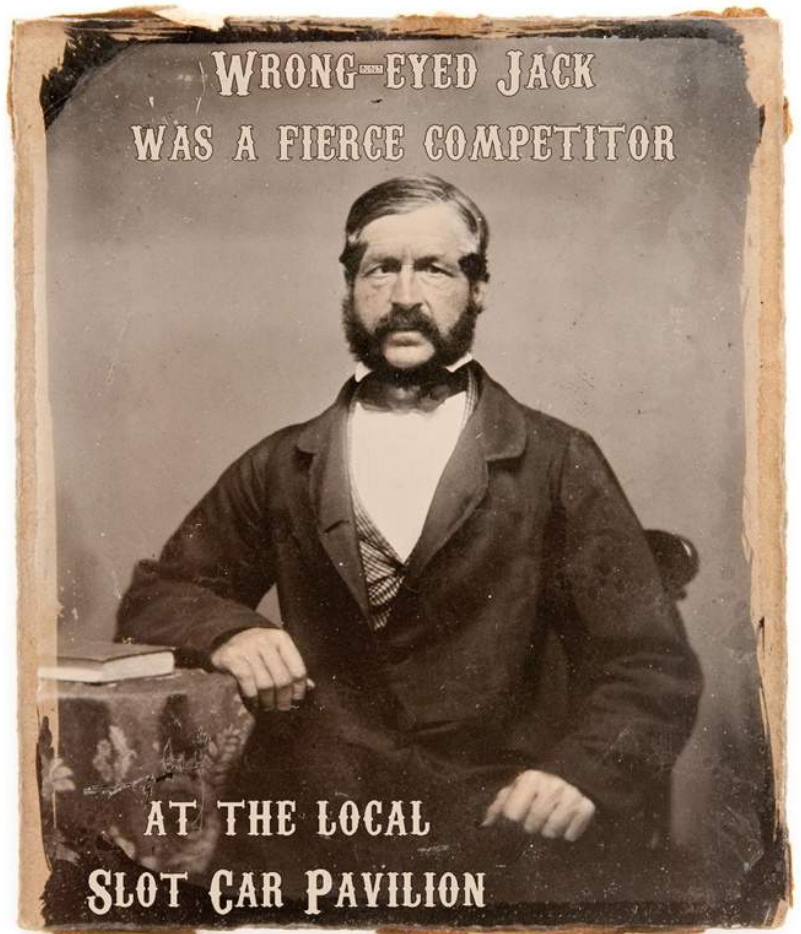
This is an original Russkit "Carrera" McLaren mk 11.....with a mildly modified russkit 23 motor. It has been painted/detailed to represent Bruce's Mosport car.

When these came out in 65, they left most of the other RTR's in the dust.....in fact, you had to be a fairly good scratchbulder to stay with this car.



Maybe a little early for the years you are looking for.....and definitely pre "official" Can-Am, but here is a shot of Dan Gurneys' Lotus 19B (a 289 ford installed), that was sponsored by Eldon.....yes the Eldon slot car folks!!







**THE FOLLOWING TEN IMAGES ARE A SCAN OF A
VANQUISH MG SLOT CAR CATALOGUE.**

**VANQUISH MG BUILT BEAUTIFULLY DETAILED
SCALE REPLICAS, THOUGH A BIT OF AN ODD SIZE.**

THEY WERE APPROXIMATELY 1/28th SCALE.

**THIS CATALOGUE HAS BEEN PROVIDED FOR YOUR ENJOYMENT TO US
VIA A SLOT CAR MODS ENTHUSIAST**

TONY DAVEY



BRM P154



Ref. CA41
GEORGE EATON
Mosport 1970



LOLA T 260

LOLA

Ref. CA11
JACKIE STEWART
Riverside 1971



LOLA

LOLA T260



Ref. CA13
BOB NAGEL
3° Mosport 1973



KIT ■ Ref. CA14
JONH GUNN
Elhart Lake 1974



■ Ref. CA12
REINE WISELL
Watkins Glen 1972

3



McLAREN M8D



■ Ref. CA4
CHUCK PARSONS
4° Saint Jovite 1971



■ Ref. CA1
DENNY HULME
Can-Am Champion 1970



KIT

■ Ref. CA2
VIC ELFORD
Laguna Seca 1971



4



McLAREN M8D

Ref. CA3
CHUCK PARSONS
5° Riverside 1971



Ref. CA6
LOTHAR MOSTCHENBACHER
6° Mosport 1972

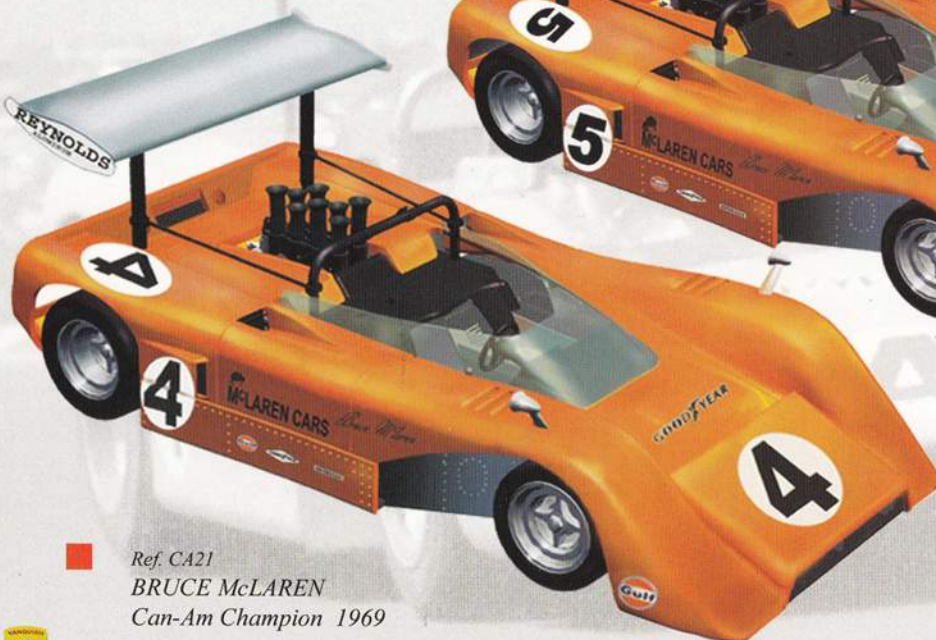


Ref. CA5
GEORGE FOLLMER
9° Riverside 1971



McLAREN M8B

Ref. CA23
DENNY HULME
1° Bridgehampton 1969

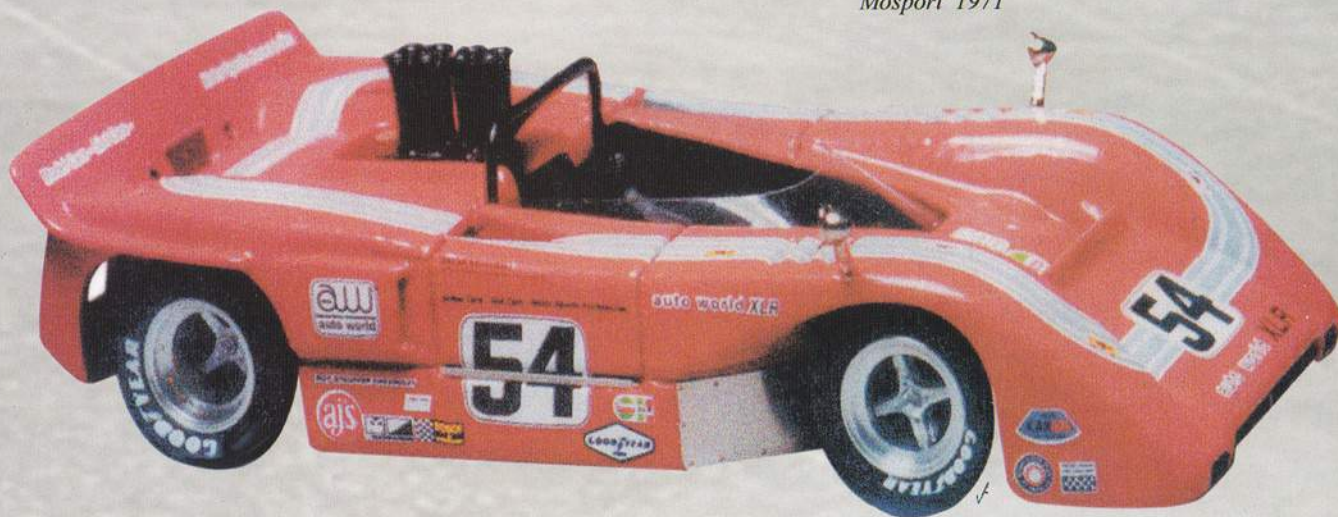


Ref. CA21
BRUCE McLAREN
Can-Am Champion 1969





Ref. CA51
OSKAR KOVALESKI
Mosport 1971



SHADOW MKII

SHADOW

Ref. CA31
JACKIE OLIVER
Elkhart Lake 1971



Ref. CA32
JACKIE OLIVER
Saint Jovite 1971

Ref. CA34
JACKIE OLIVER
Test Car 1971



Ref. CA33
JACKIE OLIVER
3° Edmonton 1971





VANQUISH MINIATURAS GARZÓN, S.L.
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At what age did the passion ignite for both of you in the form of Slot Car Racing...?

John: It started when I received my first slot car set when I was six years old for Christmas. It was a second hand Eldon Selectronic set which I really enjoyed but I remember that the "selectronic" (two cars in the same lane) didn't work very well and we converted it to analogue with a Strombecker power pack and it was great!

Emma: My first slot car memory is not wanting to take the track apart when we had one set up on the floor! Dad (John) had set up a temporary track which I only "remember" from video we have when I was two years old. I really remember building our current track and how I really liked the pylons and half tires that were on the corners so I learned how to make them. That was a year later.

What have been the deciding factors in developing a new Slot Car...?

Emma: We like to make cars that we would like to own and race ourselves. It has been quite interesting that all, except one, have been British! One book that we keep going back to is "American Racing" by Tom Burnside and Denise McCluggage. This is a great book that showcases road racing in the U.S. and Canada in the 1950s and 1960s.



We also try to make MODEL racing cars. That is, cars that could be put on a shelf for display, as well as raced on a slot car track.

John: Emma really does choose which car to build and offer for sale, my job is to try to show her the variety of cars that were driven and raced and their significance to owners, drivers and racing in general.

Can you explain to our enthusiasts a little about what goes into creating one of your Slot Cars...?

Emma: Once we have decided on the car to build, we try to gather as much information using books and the internet about the car technically and aesthetically as we can. We also gather other information such as where the car was raced and who may have driven the type of car we are modeling.

Then the body is created by sculpting and forming using plastic and clay. This takes the most time to do. Usually we mold the 'interim' steps, make a casting and refine the body further. Dad taught me this, it really takes the pressure of having to get everything right the first time away and as refinements are done the car really comes to life.

John: I have to say that I'm proud of Emma, she has used this type of thinking in her school work as well as other aspects of her life and has really achieved some great results while reducing her levels of stress.

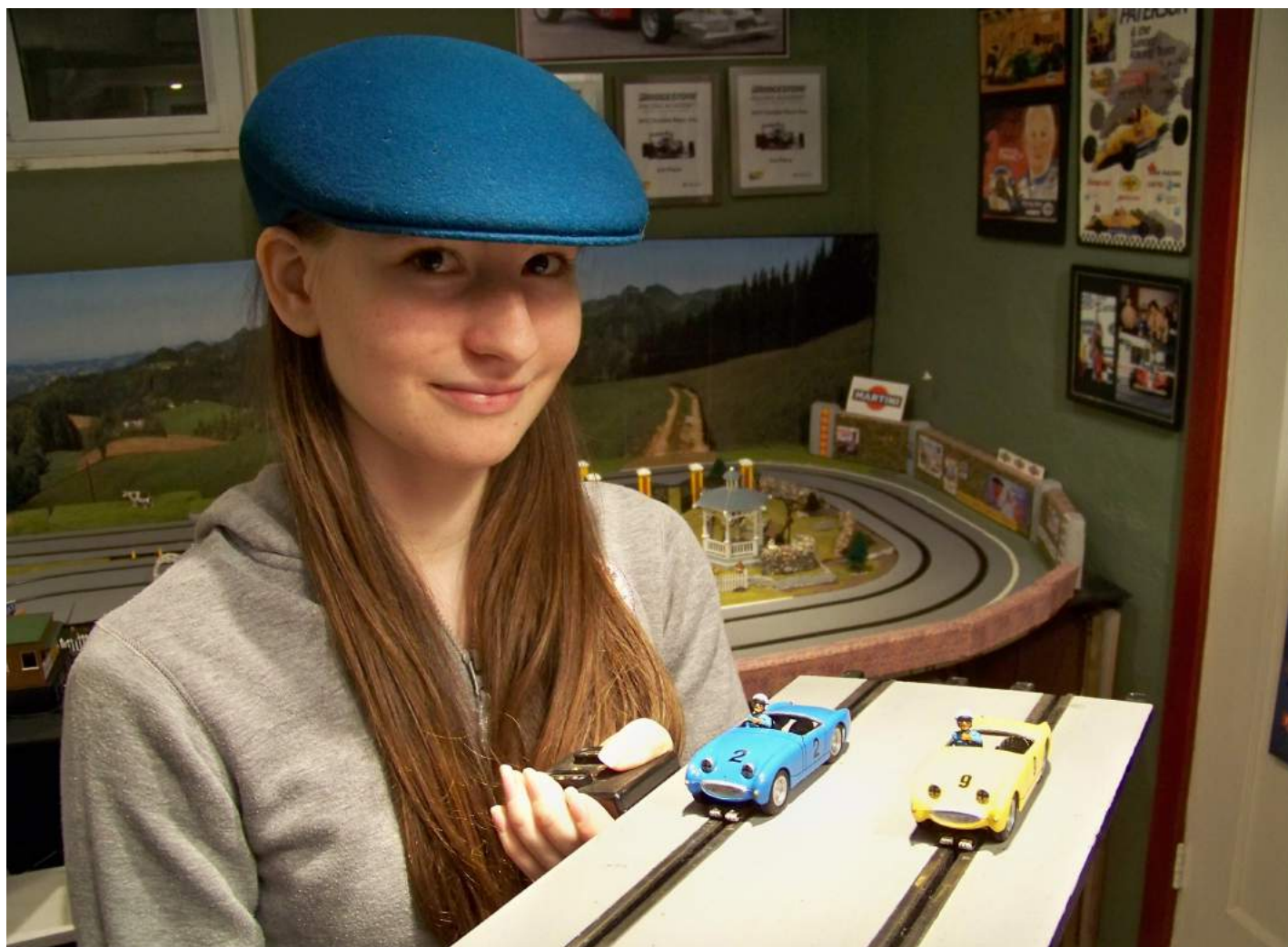
What was the deciding factor in manufacturing a finished Slot Car instead of just bodies and accessories...?

Emma: Dad has quite a few projects 'on the go' and I have always liked when we buy a car (or two) and race them right away.

I really wanted the people who buy our cars to be able to race them as soon as they get them. If they were buying a body kit, there is a chance that the car may not be built for a while.

John: It is true, I myself have body kits that are still yet to be made into slot cars and I suspect I'm not alone in this regard!

Emma: It is really great when customers email us with thanks and pictures of our cars on their track.



Would you care to share any tips with anyone who might want to venture down a similar path...?

Emma: The most important thing is to START and make things that YOU like. It is surprising and really amazing that you'll find other people who will like and will want what you are making. It may be a car, or figures, wheels, flowers, it doesn't matter. Just start. You never know what it may lead to.

John: There are amazing resources and tools available to anyone who wants to make, well, anything! You don't really need to be high tech to produce something. Passion goes a long way in any and all aspects of what you choose to do.

Emma: Yeah, what he said.

What motivates John and Emma to continue...?

Emma: I really like the feeling I get when our customers communicate back to us and tell us how much they enjoy the cars! A lot of the customers own or used to own cars that we have made. They share stories and photos and we get to enjoy these real experiences. That's very cool.

John: The internet has really made this all possible. Your publication is a great example of what can be done with time and enthusiasm.

Emma: I'm also surprised and encouraged when we meet real race drivers and they all had a slot car track at one time or are getting back into slot cars or are happy to hear that slot cars are still around!

Can you tell us about anything new you have in the development stage...?

Emma: We certainly have a release planned for 2016, I am really confident that we will have it ready for October.

We are also getting a lot of requests to re-release the XK-120 which we will also have available for October, as well we have been really busy and delighted with the success of the Austin Healy Sprite.

John: In the past she has been releasing one car per year. I'm trying to 'encourage' Emma to have more than one new release for 2016. It is her decision but I'm confident that she can do it.

Emma: The cars have to be right and I don't want to present them if they are not.

What is the best way for our enthusiast's to see what's new from Studio 65...?



Emma: We have a web site: Studio-65.com

There is certainly some updating to be done on the site but please take a look, we have photos showing what we do and you can order or email us via the site or this address: kit9161@rogers.com

John: What she said.

Thanks John and Emma, is there anything you'd like to add...?

Emma: Thanks so much for asking us to participate in your magazine! We also make figures and track side accessories that we would be happy to show you as well!

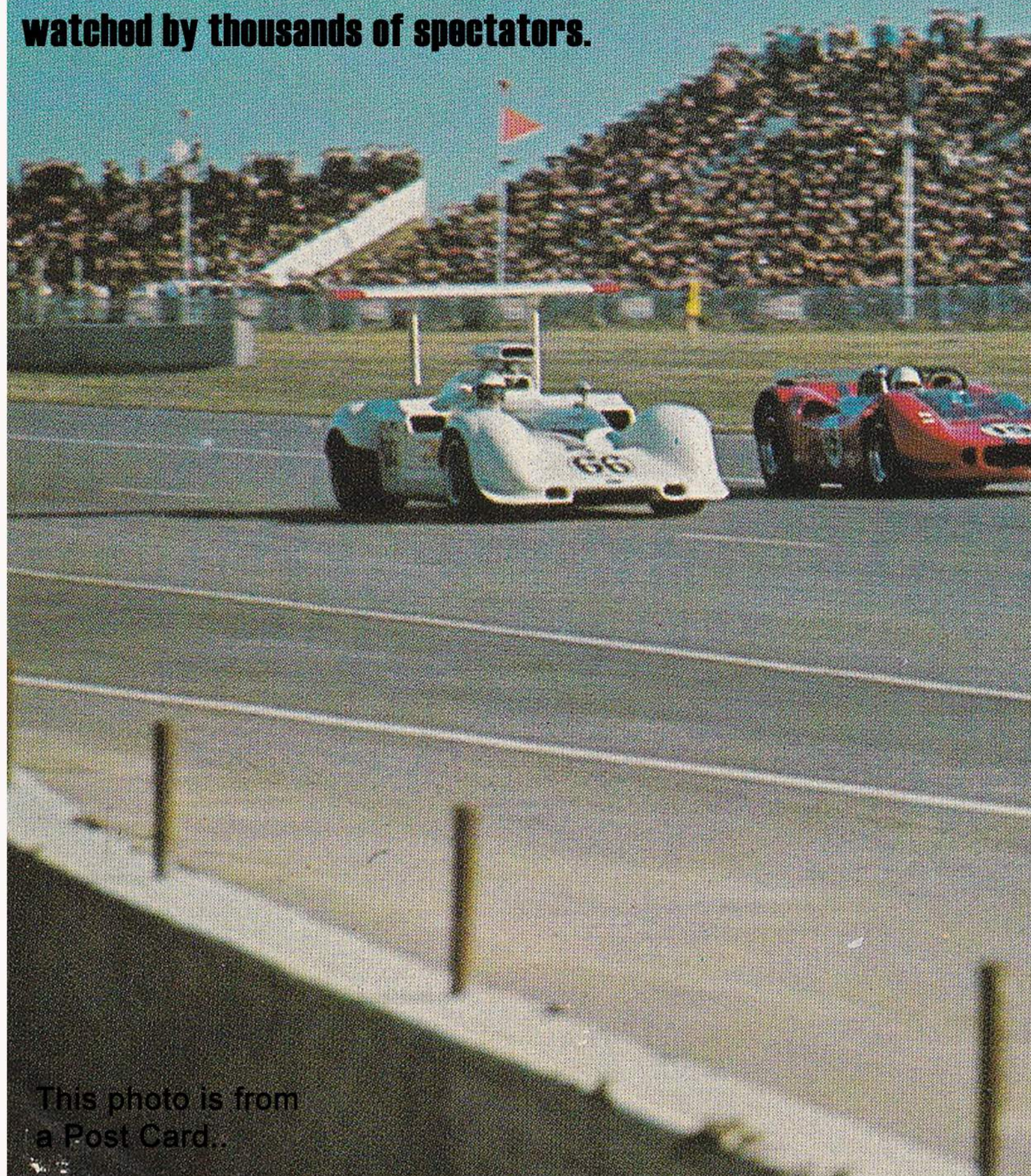
John: Thanks so much for this opportunity. We really appreciate it!



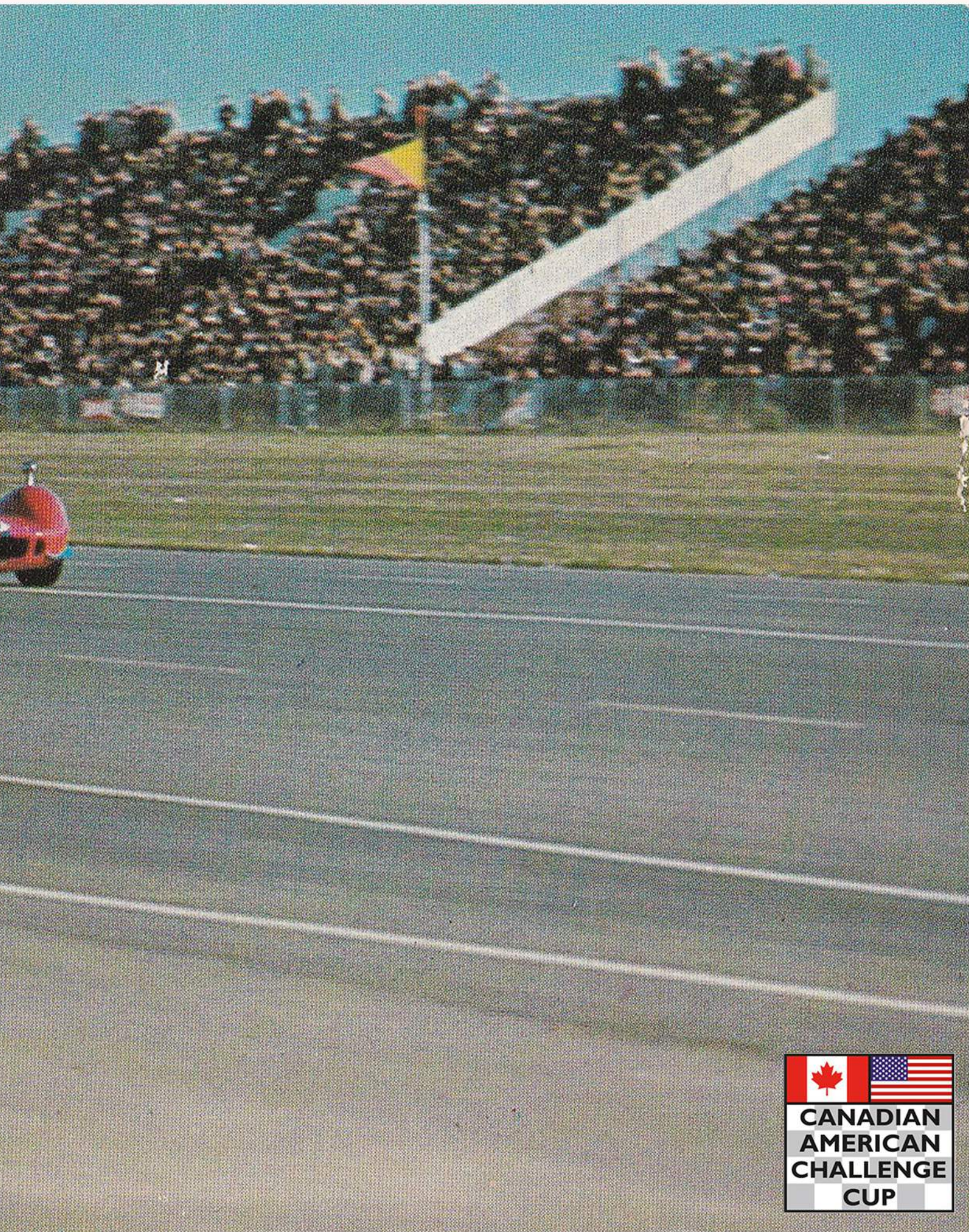
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**Action shot taken at Edmonton International Raceway,
during the Klondike 200 Can-Am Auto Race,
watched by thousands of spectators.**



This photo is from
a Post Card..





NEW PRODUCT



Here is a few words from the man behind the new ThunderSlot brand:

Hi Ron, I have always been into slot racing (53 consecutive years to be precise) and starting from the 1/32nd production chassis "Demon" as first commercial product (1990) I followed -in the plastic world- with the Proslot cars (here it would need a long explanation but maybe next time) then I joined my friend Salvatore in NSR becoming the project engineer of all the cars produced there. Since my friend got killed in a car accident, I couldn't cope with his wife and I left, but with a strong will to go on with my passion, I had a chance offered by a friend I was working with before at NSR. The man named Armando was the tampo printer of all the NSR cars since I was there then I left, just after I did and we decided to start this new venture.. He's the financial side and I am the project side.

Since I was a teenager I remember going in the commercial track centers (1964/5/6/7) and being amazed by the speed of certain models which were using a specially worked out motor called "Thunder"....since then it's a name I wanted to use for some creation of mine; well, the time has come!!

The above it's a very very condensed story of the last 25 years of my interest in slot racing.

Best Regards, Giovanni

First impression: A first glance I thought it to be slightly odd, as I'm a big fan of the 1:1 Lola, something didn't seem quite right... Plus some of what I was reading on the net was talking about them getting the proportions all wrong... Also owning a few variations of the Fly Classics version didn't help the matter, as they are the MkIIIB and I think that's where a lot of the confusion comes in...

Well I'm hear to say after careful scrutiny and some further investigation, ThunderSlots have nailed this car, once I discovered the 1967-69 single headlight T70 MkIII, it all started to make sense... We have gotten so used to the 4 headlight version of this machine, that to see it in it's original form was somewhat startling...

Well done Giovanni on breaking from the norm and bringing us the Lola T-70 MkIII as how it originally competed...



LOLA

T70 MKIII



Slot Cars
1/32nd scale



- ① chassis std. Black
- ② chassis hard Grey
- ③ motor support std. Black
- ④ motor support hard Grey



CA00102 - LOLA T70 MKIII

J. Bonnier/ B.Axelsson

BOAC 500 Brands Hatch 1968 n° 2





7

8



9

6



5 Motor 12 volts 21500 rpm.

6 neodimium magnet 15 x 5 x3 mm.

12



7 rear aluminium rims

front plastic rims

8 S/W aluminium gear 32 t.

9 brass pinion 11 t.

11



10 bronze bush bearing

11 49 mm. 3/32 axle

13



12 2.5 mm. allen screws

13 4/40 allen screws

body & motor support screws short

body & motor support screws long

10

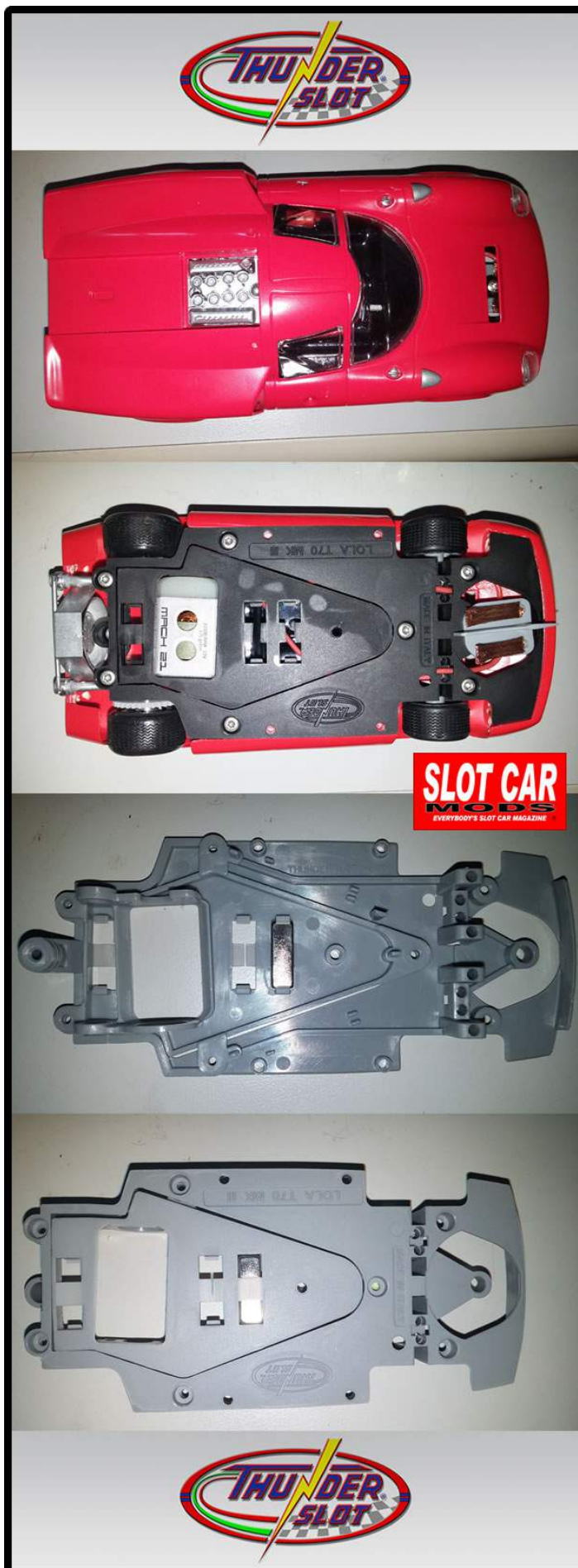


CA00101 - LOLA T70 MKIII

J. Surtess/ D. Hobbs

BOAC 500 Brands Hatch 1967 n° 2





Taking a more detailed look at it: First off the car feels light, so I pulled out the trusty scale and it weighs in at 63.2 grams, it's super light... It's also an extremely low car that absolutely hugs the track...

The car and chassis are very flexible, though a stiffer [grey] chassis is available for wood track racing... The chassis has a high level of adjustability in it as well... It utilizes Torx screws to secure the body and chassis together...

It comes with a Mach 21 [12volt] motor rated at 21,500 rpm and 175 gr/cm...

A highly detailed car with a very unique shaped guide, and plastic gearing...

Beautifully detailed wheel inserts on aluminium rims with air tires in the back, and plastic rims up front...

On the track: This car is fast, whisper quiet, and smooth right out of the box... We run urethane tires on our track exclusively and the stock rubber tires on this car stuck very well to the track surface... With urethane tires and a slight tune, I feel this car would be a tough one to beat...

Conclusion: As a premium performance Slot Car, this is one that you really need for your collection... ThunderSlot will be a definite contender on slot car tracks around the world...

Prior to publication I have seen the final product, and the finish on it is truly stunning, a great looker...

You can learn more at thunderslot.com



Universal Spare Parts

| | |
|---|-------------|
| motor 12 volts 21500 rpm. | MTMACH21 |
| neodimium magnet 15x5x3 mm. | MG001neodim |
| S/W plastic gear 32 t. | GE32SP |
| S/W aluminium gear 32 t. | GE32SA |
| plastic pinion 11 t. | PI11SP |
| brass pinion 11 t. | PI11SB |
| bronze bush bearing 49 mm. 3/32 axle | BB001B |
| nylon washer 1 mm. | AX001 |
| nylon washer 0,5 mm. | WA001 |
| front plastic rims | RM001PL |
| rear aluminium rims | RM001AL |
| front tyres | TI001FR |
| rear tyres | TI002RR |
| front hard tyres | TI003FR |
| racing tyres | TI 004RR |
| guide flag | GU001 |
| silicon lead wire | LW001 |
| copper braids | BRA001CO |
| tin plated copper braids | BRA002SV |
| body & motor support screws short 8x1.8mm. | SC001MS |
| body & motor support screws long 12x1.8mm. | SC002MS |
| 4/40 allen screws | SC4/40HEX |
| 2.5 mm. allen screws | SC2.5HEX |

Lola T70 MKIII Spare Parts

| | |
|--|------------|
| body complete kit | BOK001 |
| cockpit kit | CK001 |
| engine / exhausts kit | CEK001 |
| head lights / windows kit | |
| chassis std. Black | CH001B |
| chassis hard Grey | CH001G |
| motor support std. Black | MS001B |
| motor support hard Grey | MS001G |
| motor support A/W std.Black | MS002B |
| motor support A/W hard Grey | MS002G |
| std. motor support fixing kit front | SU001stdFR |
| std. motor support fixing rear | SU002stdRR |
| suspension kit front | SU003sprFR |
| suspension kit rear | SU004sprRR |
| suspension sponge kit front | SU005spoFR |
| suspension sponge kit rear | SU006spoRR |
| Lola wheel inserts | IN001 |

Slot Cars 1/32nd scale



LOLA
T70 MKIII



LOGIGRAFICA

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Tel. +39 030 7709099 Fax +39 030 5123299
mob.+39 345 0225839
gm@thunderslot.com - administration@thunderslot.com

Hi Ron

Here's some pics & a little bit about our club, we race at X-Treme Trax Dapto about 1 & 1/2 hours south of Sydney NSW Australia where we have between 16 - 25 entrants every Thursday night.



Can Ams are one of our classes & most popular.

Last weekend 11 of our members headed north 1000Ks to Brisbane to compete in the Australian Plafit Championship where Plafit Lexan bodied Can Ams were one of the the 8 classes and had 27 entries.

Our local master modeller Glen Page took out almost all of the concourse awards & local hot Cam Neilson

won just about everything so as a club we are very blessed to have two experts to gauge where we are at with our car prep & detail. Cam is also the inventor & manufacturer of 1/24th Slotworx Aussie V8's which is our premier class & coming soon the 1/32nd Aussie V8's on a Slot it HRS chassis.

The vac formed bodies are produced by Andrew Bartholomew from Brisbane & are all to scale, not the



blobs we used to race in the old days where someone would have to tell you what it was.

Here's some pics of Lexan & hard bodies.

Cheers Jimmy'



Hard body
Can-Am cars

Tamiya Lola





Lexan
Ferrari 312P



Lexan
Ferrari 512

Lexan
Lola T-70



Master
modeler
Glen Page's
20
concourse
point Lexan
Lola &
Ferrari

Can-Am Racing Cars



McLaren M8D

#48 1st Can-Am Mosport 1970

🔴 Dan Gurney



Alfa Romeo 33/3 1972



Alfa Romeo 33/3

n.33 Can-Am Laguna Seca 1972

🔴 S. Patrick



CA11b
 116mm 31mm 74mm 63mm 62.4gr

1:32

Created in the mid-1960s to contest the World Sports Car Championship, the fabulous Alfa Romeo Tipo 33 Sport Prototype succeeded in its goal and won the Manufacturers' Championship in 1975, and again in 1977. That great Italian motor sport engineer, Carlo Chiti, designed a prolific number of variants which were campaigned by the factory and by privateers, making the Tipo 33 a potent force in the international sports car racing scene of 1967 to 1977. The T33/3 cars (3-litre engine needed) at Sebring were new, and they were of a completely different design to any T33 before.

It featured a monocoque panelled in aluminium and magnesium chassis, a 2998 cc engine, and a 6 speed or 5 speed sequential gearbox. Top speed approximately 330 km/h at Le Mans with long tail.

Car n.33 raced at a CanAm race at Laguna Seca on October 15th 1972. Driven by Scooter Patrick and powered by a 3 liter engine from Autodelta, whereas generally the 4 liter Autodelta unit was used by the team at CanAm races, the car qualified 15th and crossed the line at a very honorable 7th position.

| | Inline reverse | Inline | Sidewinder | Inline Boxer | Anglewinder | Setup | NO Magnet | Race Magnet | Suspension | Light | Digital |
|-------------|----------------|--------|------------|--------------|-------------|-------|-----------|-------------|------------|-------|---------|
| Motor mount | | | | | | | | | | | |
| STANDARD | X | X | ● | X | X | ● | ● | ○ | ○ | ○ | ○ |
| OFFSET | X | X | X | X | X | ● | ● | ○ | ○ | ○ | ○ |

● Standard
 ○ Compatible
 X Not compatible

Chaparral 2E



Chaparral 2E
n.65, 2nd Can-Am Mosport 1966
Phil Hill

CA 16a
127mm 51,5mm 77mm 59,5mm 62gr

1:32

| | Inline reverse | Inline | Sidewinder | Inline Boxer | Anglewinder | Setup | NO Magnet | Race Magnet | Suspension | Light | Digital SYSTEM SSD COMPATIBLE |
|-------------|----------------|--------|------------|--------------|-------------|-------|-----------|-------------|------------|-------|-------------------------------|
| Motor mount | | | | | | | | | | | |
| STANDARD | X | X | O | X | O | ● | ● | ○ | ○ | ○ | ○ |
| OFFSET | X | X | ● 0,5mm | X | O | | | | | | |

● Standard
○ Compatible
X Not compatible

Chaparral 2E



In 1966 Chaparral introduced the 2E for the Can-Am series. With its high mounted wing, clever aerodynamics and rear mounted radiators it was the car that changed racing, forever. It's best result was a one-two finish at Laguna Seca with Phil Hill and Jim Hall driving.

The wing was mounted to the rear suspension uprights to put the down force directly into the tires without compressing the suspension. It also was adjustable with a foot pedal from the maximum down force angle for cornering to a minimum drag angle for the straightaway. Of all the Chaparrals this car was Jim Hall's favorite.

The car featured an aluminium semi-monocoque chassis, and a small block Chevrolet 327 cubic-inch V8 engine.

In 1966, car n.65 driven by Phil Hill ended up 2nd at the Can-Am race in Mosport.

It was time to get the wing off the car and onto the suspension. No one seemed to agree with me at the time but I guess we changed a few minds.

- Jim Hall, discussing the Chaparral 2E

Source: Petroleum Museum, Chaparral Cars



Chaparral 2E

Upgraded to EV06 chassis
New lighter cockpit
Special box sleeve
Pickup shifted up to improve cornering



Chaparral 2E

#66, 2nd Can-Am Riverside 1966

Jim Hall

CA16b
 127mm 51mm 77mm 60mm 65gr

1:32

| | Inline reverse | Inline | Sidewinder | Inline Boxer | Angewinder | Setup | ND Magnet | Race Magnet | Suspension | Light | Digital |
|-------------|----------------|--------|------------|--------------|------------|-------|-----------|-------------|------------|-------|---------|
| Motor mount | | | | | | | | | | | |
| STANDARD | X | X | O | X | X | • | • | O | O | O | O |
| OFFSET | X | X | • 0.5mm | X | X | | | | | | |

• Standard
 O Compatible
 X Not compatible

Slot.it

Chaparral 2E

Slot.it



In 1966 Chaparral introduced model 2E for the Can-Am series. With its high mounted wing, clever aerodynamics and rear mounted radiators, it was the car that changed racing, forever. Its best result was at Laguna Seca, where the 2E of Phil Hill won the race and Jim Hall finished second.

The wing was mounted to the rear suspension uprights to put the downforce directly into the tires without compressing the suspensions.

The wing position could be adjusted, with a foot pedal mechanism, from maximum downforce angle for cornering to minimum drag angle for straightaway.



Of all the Chaparrals, this car was Jim Hall's favourite.


This car featured an aluminium semi-monocoque chassis, and a small block Chevrolet 327 cubic-inch V8 engine. In 1966, at Riverside, in the Can-Am Los Angeles Times Grand Prix, Jim Hall came close to the victory, being slowed by low fuel pressure during the final laps, however he was able to end in second place.



McLaren M8D

McLaren M8D

#48 1st Can-Am Mosport 1970

 Dan Gurney



CA26a

125mm 30mm 73mm 62mm 62gr

Motor

V12/3
21.500 rpm

Piston/Gear

11/32

Front Horns/Tyres

15,8x8,2
PT2120C1

Rear Horns/Tyres

15,8x8,2
PT2120C1

Scale

1:32

Inline reverse



Inline



Sidewinder



Inline Boxer



Angewinder



Setup



NO Magnet



Race Magnet



Suspension



Light



Digital



Motor mount

X

X

• [1]

X

X

•

•

○

○

○

○

• Standard
○ Compatible
X Not Compatible

[1] box stock standard: offset 0.5 mm

McLaren M8D



The M8D was a prototype race car, built in 1970 by McLaren Cars to compete in the Can-Am Challenge Cup.



In comparison with the former 'M8', the M8D was wider and with a lower wing, which was also braced to the chassis, as the high mounted, suspension attached wings had been banned. Chassis was an aluminium sheet monocoque with steel bulkheads and stressed engine. Bodywork was in glass-fibre. The engine was a Chevrolet with Lucas fuel injection, prepared by George Bolthoff; it was a 7.6 litres V8 yielding 680 Hp of maximum power. The transmission was the 4 speeds Hewland LG500.

The wheels had a 15 inches diameter, a width of 11 inches at front and 16 inches at rear.

Tracks: front 1575 mm, rear 1486 mm. Wheelbase: 2387 mm. Width: 1930 mm. Length: 4166 mm.

The overall weight was 634 kg.

Mosport, in Canada, was the first race of the 1970 Can-Am season. Dan Gurney was called to replace Bruce McLaren, who had died while testing the M8D. Dan Gurney, who had never driven the car before, won the race on car number 48, after a very close race with Jacky Oliver.



McLaren M8D

McLaren M8D

#2 Can-Am Laguna Seca 1971

Vic Elford



| CA26c | | Release Date Sep 2014 | | | Motor | Pinion/Gear | Front Horns/Tyres | Rear Horns/Tyres | Scale | |
|----------------|--------|-----------------------|--------------|--------------|-------|---------------------|-------------------|----------------------|--------------------------|---------|
| 125mm | | 30mm | 73mm | 62mm | 62gr | V12/3 21.500 rpm | 11/32 | 15,8x8,2 PT1088C1 | 15,8x8,2 PT35-dwg1140 | 1:32 |
| Inline reverse | Inline | Sidewinder | Inline Boxer | Angleswinder | Setup | Nd Magnet | Race Magnet | Suspension | Lights | Digital |
| | | | | | | | | | | |
| Motor mount | X | X | ● [1] | X | X | ● | ● | ○ | ○ | ○ |

[1] box stock standard; offset 0.5 mm

● Standard
○ Compatible
X Not Compatible

McLaren M8D



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The engine was a Chevrolet with Lucas fuel injection, prepared by George Bolthoff; it was a 7.6 litres V8 yielding 680 Hp of maximum power. The transmission was the 4 speeds Hewland LG500.

The wheels had a 15 inches diameter, a width of 11 inches at front and 16 inches at rear.

Tracks: front 1575 mm, rear 1486 mm. Wheelbase: 2387 mm. Width: 1930 mm. Length: 4166 mm. The overall weight was 634 kg.

The Castrol Monterey Grand Prix of Laguna Seca was the ninth and penultimate race of the 1971 Can-Am season. Vic Elford raced for Roy Woods Racing Team driving a M8D for the first time since the previous year, having driven all previous races with American Racing Associates' M8E.



McLaren M8D

McLaren M8D

#12 Can-Am Mosport 1971

Bob Bondurant



| Scale | CA26d | Release Date July 2015 | Motor | Piston/Gear | Front Rims/Tires | Rear Rims/Tires | Digital |
|-------------|--|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| 1:32 | 125mm x 30mm x 73mm x 62mm x 62gr | | V12/3 21.500 rpm | 11/32 | 15,8x8,2 PT1088C1 | 15,8x8,2 PT1228C1 | Channels: <input type="radio"/> Colaps: <input checked="" type="radio"/> |
| | Inline: Schenker: Inline Box: Anglewinder: 4WD System: | | Setup: | Std. Magnet: | Race Magnet: | Suspension: | Lights: |
| Motor mount | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> (1) | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

[1] box stock standard: offset 0.5 mm



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The wheels had a 15 inches diameter, a width of 11 inches at front and 16 inches at rear.

Tracks: front 1575 mm, rear 1486 mm.

Wheelbase: 2387 mm. Width: 1930 mm. Length: 4166 mm.

The overall weight was 634 kg.

The Mosport Grand Prix was the first race of the 1971 Can-Am season. Bob Bondurant raced for Motschenbacher Racing Ent. driving a M8E/D that came close to the podium, just behind his teammate.



Chaparral 2E

Chaparral 2E

#65 1st, #66 2nd Laguna Seca Can-Am 1966

Phil Hill Jim Hall



CW08
127mm 51,5mm 77mm 59,5mm 62gr

1:32

| | Inline-reverse | Inline | Sidewinder | Inline Boxer | Anglewinder | Setup | NO Magnet | Race Magnet | Suspension | Light | Digital SYSTEM |
|-------------|----------------|--------|------------|--------------|-------------|-------|-----------|-------------|------------|-------|----------------|
| Motor mount | | | | | | | | | | | |
| STANDARD | X | X | O | X | O | ● | ● | ○ | ○ | ○ | ○ |
| OFFSET | X | X | ● 0,5mm | X | O | | | | | | |

● Standard
 ○ Compatible
 X Not compatible

Chaparral 2E

Slot.it



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It's best result was a one-two finish at Laguna Seca with Phil Hill and Jim Hall driving.

"It was time to get the wing off the car and onto the suspension. No one seemed to agree with me at the time... but I guess we changed a few minds."

-Jim Hall, discussing the Chaparral 2E

Source: Petroleum Museum, Chaparral Cars

**SLOT CAR
UNIVERSE**
A MAJOR CANADIAN DEALER OF **pioneer** SLOT CAR PRODUCTS A TOM'S TREASURES COMPANY

COLLECTION



McLaren Elva...?

**SLOT CAR
UNIVERSE**
A MAJOR CANADIAN DEALER OF **pioneer** SLOT CAR PRODUCTS A TOM'S TREASURES COMPANY

COLLECTION



Polistil Shadow DN4

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Well this build started off with the intention to be a Mod Wars car but it has slowly morphed into a cross between a dirt tracker and a vintage asphalt racer.

The body is a Revell Monogram snap-tite kit of the '34 Ford coupe that has been trimmed and modified.

The roof has been raised to lose the chopped look by adding 3.5mm to the pillars. The hood has been lengthened and widened and I have added the flares.

A Ninco guide was chosen as it had quite a long post that came in useful for the steering assembly.

The spindles are made using thin brass plate bent and sandwiched between Slot-it axle bushes, with a 1.5mm motor shaft and 3/32 stub axle.

Once they were all lined up they were then soldered together to become one piece, the brass plate was then drilled and ground to shape.

I used a 1.5mm motor shaft to suit the small bearings I had saved for a job like this to make it all a snug fit and to help eliminate any excess slop.

The bearings locate the king pins and I have used brass 'pin' tube with steel pins for the smaller pivot points.

There is some aspect of ackermann working although it may not be 100% accurate it still has the look and effect to allow the car to corner well.

I have used a H&R Hawk 18k motor and at this stage running 8-30 gears as I expect to add quite a bit of lead for stability and this ratio will still have a good balance of brakes and speed.

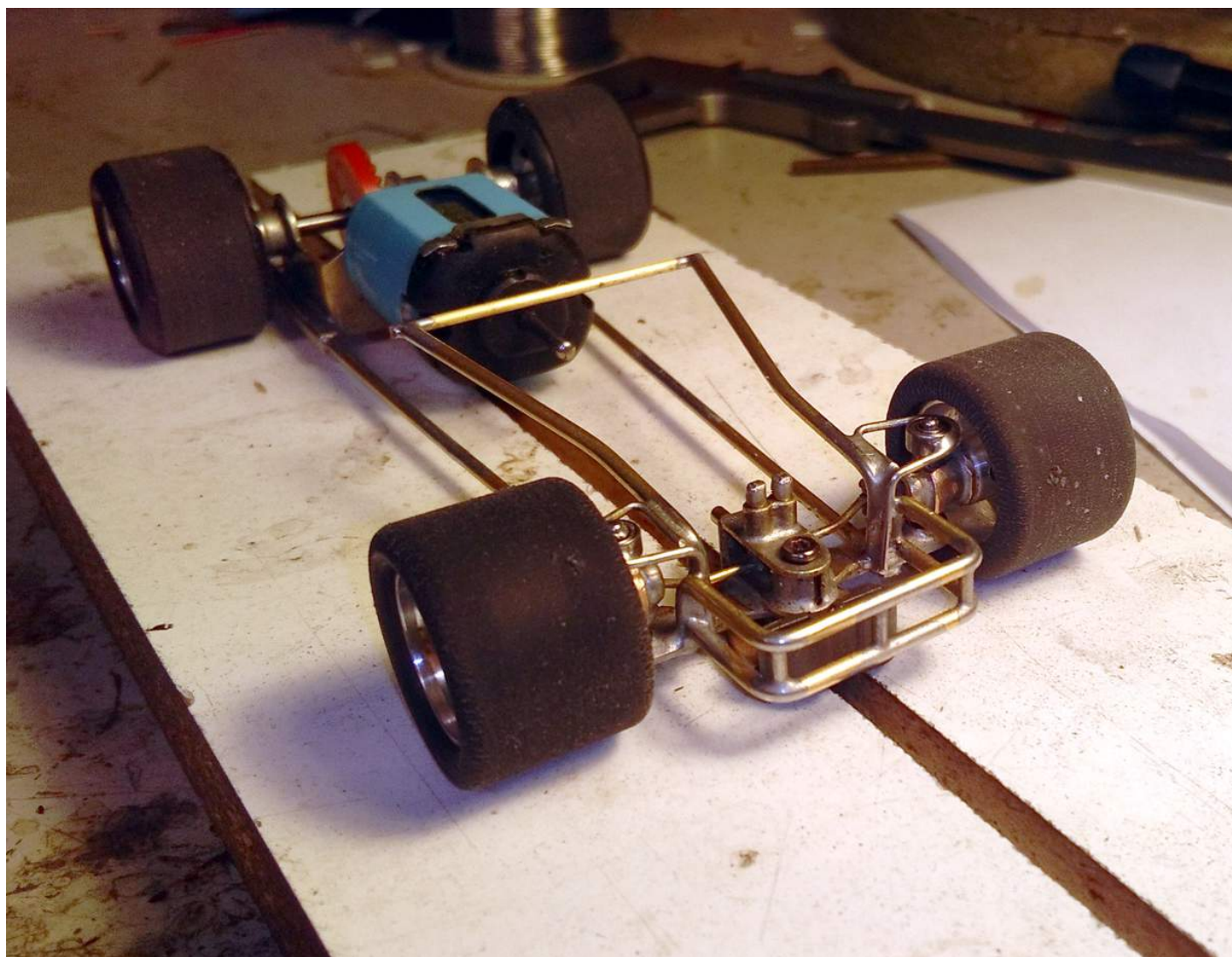
The chassis started with a JK D3 motor bracket with K&S brass tube to sleeve the Parma axle bushes.

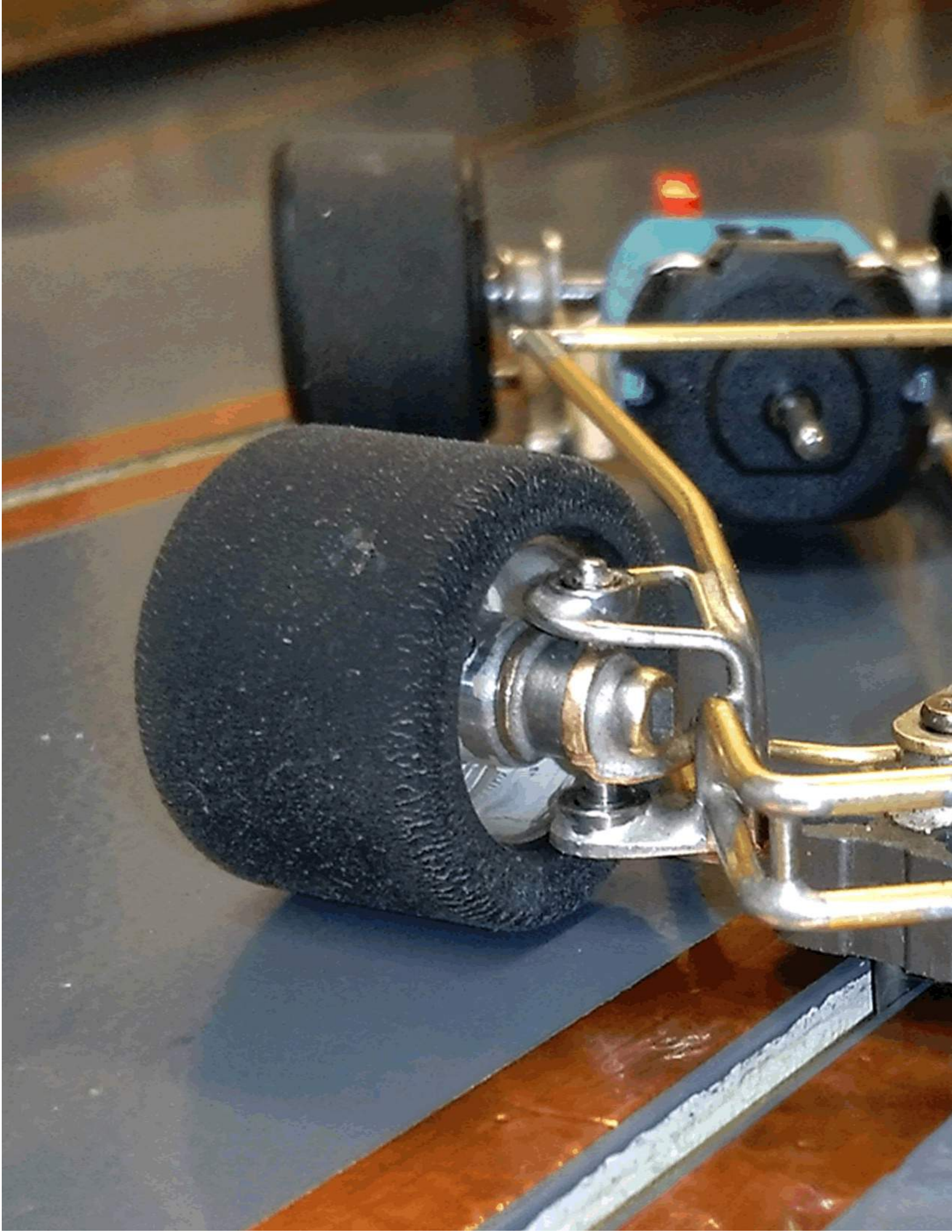
The main rails are made using brazing wire while the rest of the chassis is all K&S brass rod.

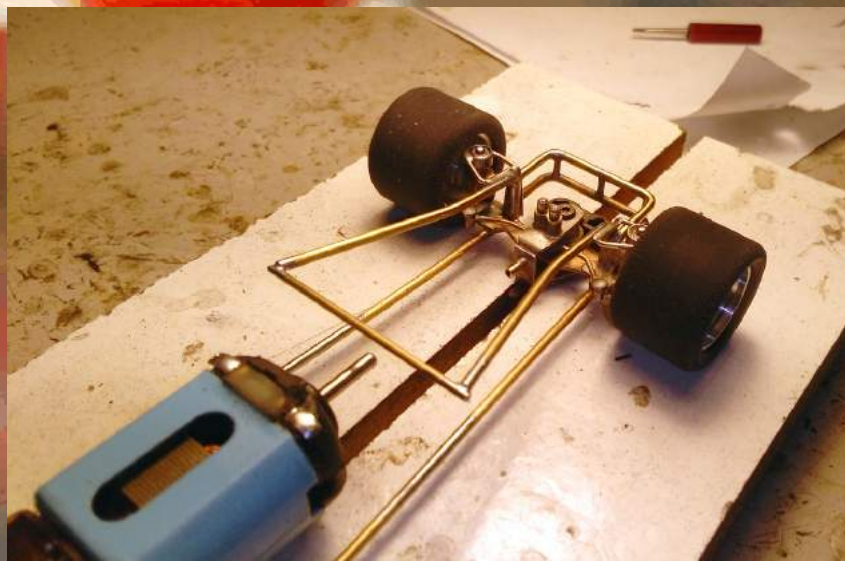
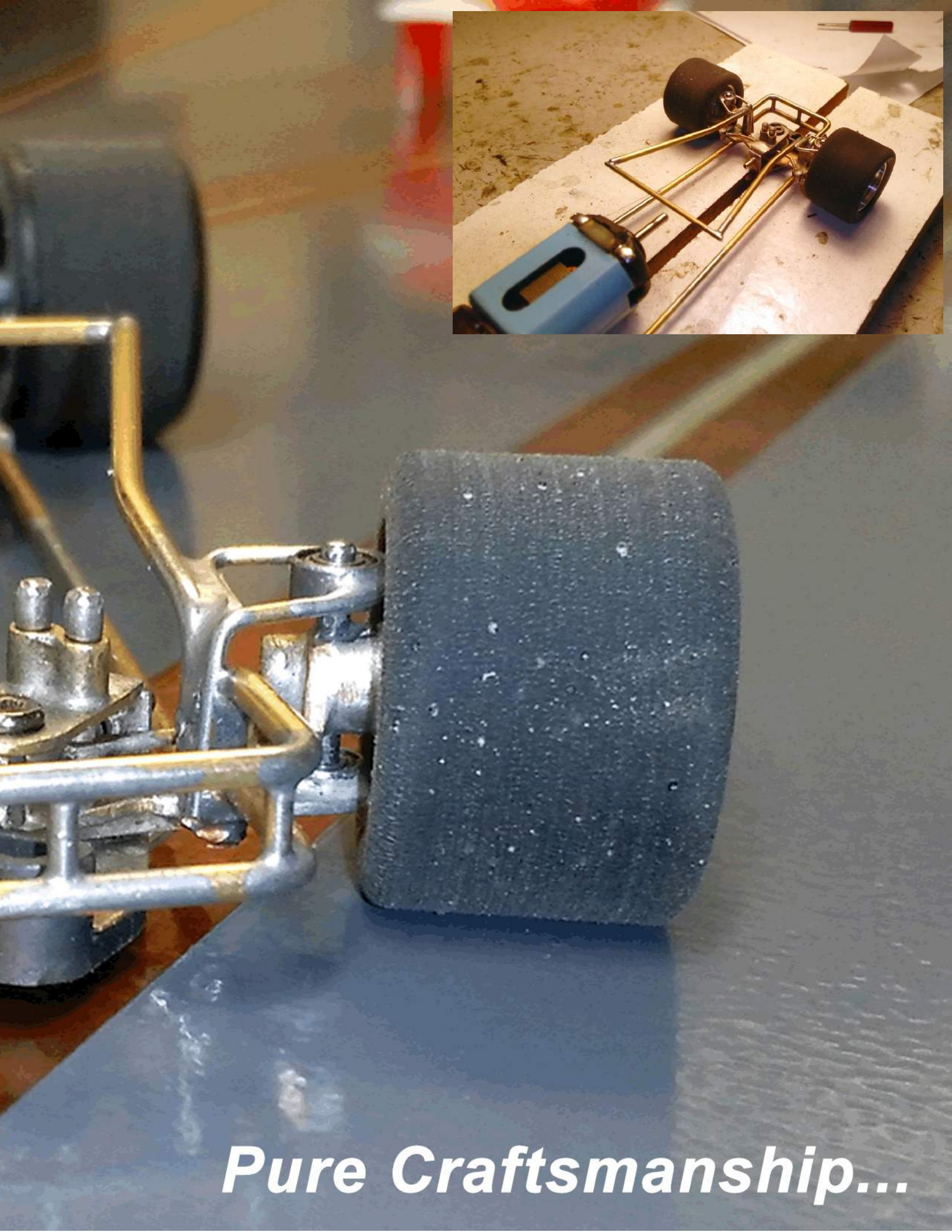
CB Design Stock Car rims 15x12mm with Paul Gage 22168FF tires all round. So far the chassis runs well as seen in the pix with the body held in place with tape for some testing laps.

Yet to fit nerf bars, rear bumper, make interior, fit an engine with pipes and a paint job.

More next issue – Dave.

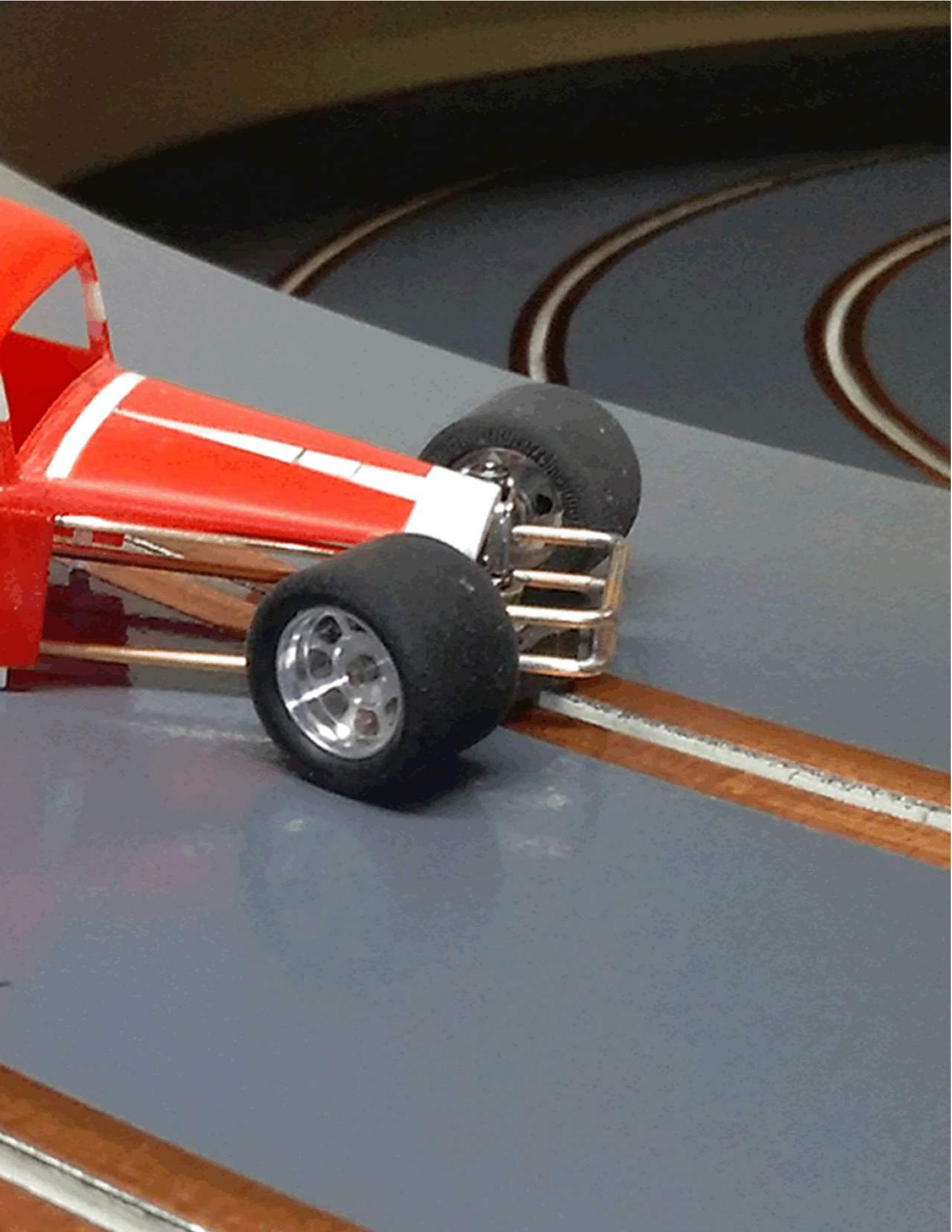






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FORUM**

nitroslots.com

How and when did the Nitro Slots Forum come to be...? January 2007. Nitro Slots originally started off as Psycho-Slots. It was a forum for all scales and disciplines in the Colorado area. There wasn't much involvement other than HO drag racers posting so I decided to make it solely a national HO Drag Racing forum



Can you share with our enthusiast's some of the excitement in Drag Racing in HO scale...? HO Drag Racing for me is all about convenience. It doesn't take up much room and you get the same thrill as the bigger scale cars. I like 1/24 scale drag racing and used to race back in the early to mid nineties. I was hooked but had to travel 75 miles one way for weekly racing. I eventually became burnt out of travelling and dropped out of slot racing completely. I returned in to slots around 2005. At that time I was racing 1/32 scale cars. A buddy of mine who use to drag race 1/24 scale cars also missed drag racing so we decided to build an HO drag track.

What are some of your favourite things in regards to your forum...? The members. We have some of the best slot car enthusiast from all around the world who are willing to help out when asked. New members are always welcomed and encouraged to ask questions or promote their HO drag track and club.

What are your thoughts on the future of the slot car hobby...? We're a dying breed. Ask a kid what a slot car is and the most likely response will be "a what?". Video games are what kids/adults are into now which makes slot car racing fail in comparison to the sound, graphics and realism of the games.

What's in the future for the Nitro Slots Forum...? 2017 will be Nitro Slots 10th anniversary. There will be a special proxy race announcement coming soon on the forum for an event in the Spring time. The host is no stranger to the 1/1 drag car community and his drag strip is arguably the most famous HO drag strip to date having been featured in Car Craft magazine and many web and social media sites. This will be a blast from the past that you'll not want to miss.

Is there anything you'd like to add...? Nitro Slots is a friendly forum that welcomes healthy debate. Friendly banter/smack talk amongst racers is welcomed and is part of the fun for drag racers. I don't put up with members flaming one another as it only deters enthusiasts from joining or wanting to be a part of this hobby. HO Drag Racing has a small following compared to other scales of racing and I'd like to see the number of enthusiast grow and help promote HO Scale Drag Racing for many years to come.



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HISTORIC SCALE RACING REPLICAS

Can-Am thunder in 1/32 scale

***A highly detailed brand
from the past***





- #7 - Road Atlanta, September 13, 1970 - Driver: Peter Gethin -



- #5 - Road Atlanta, September 13, 1970 - Driver: Denny Hulme -

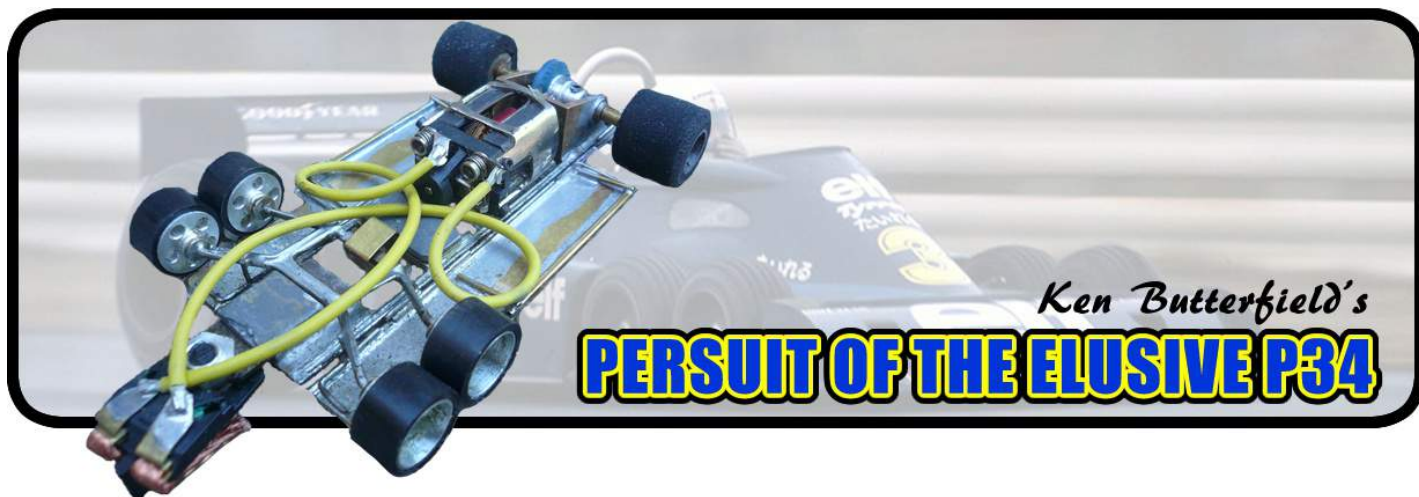
Dan's Mosport ride - The competition's view.





A Closeup of Dan at the Wheel...





Ken Butterfield's
PERSUIT OF THE ELUSIVE P34

This notelet is in honour of the Tyrell P34 a car so outrageous that it was banned in both full size form and 1/32 back in the eighties !

The amazing concept car with four tiny 10" wheels at the front and two conventional driving the thing was more like a Gerry Anderson vehicle and thru 1976 and 1977 had some good drivers and many podium results.



This is where I came in, I had to have one for my small collection of brass slot car art, I happened to be reading a fascinating book on slot racing history by Tony Condon and the story was part of this history.

The model was much more elusive than I thought possible. Part of the problem was that many were converted to four wheels total after the ban and my five year search was becoming rather tiresome.

What I dreamed of was looking on eBay and finding a dusty and tarnished example but no luck there, though I did miss one cheap. Never be tempted to look up advanced search on eBay to see what treasures that you have missed ? In desperation I did consider building one, but the last time I handled a soldering iron was in 1969, and I had in mind a minimal approach and aesthetics and flux often do not mix.

Who built the first slot car version I did not know, but they must have got one big surprise. I asked a winning driver from the period for his opinion where do you stand on the six- wheeler?

"Well, I have to say that was the way to go - we won the team race very comfortably with one I built. The Betta body was very unrealistic though and got banned by Bill Stevenson, competition secretary at the time." He also said that " he built one new chassis per month to try new ideas " These were the days of tie dye T shirts and weekly changes in detail by the race boys, some of whom were spending thirty hours a week developing their home built brass and piano works of art in order to remain competitive in BSCRA events. This era was one of constant development and the dedicated usually won out.

The Project 34 slot car seems to have hit the results in GP Nationals in 1979 with a full podium, and dominated the class until 1983. The dreaded six wheeler machine was winning against itself; with a lightweight motor it was all powerful. Basically the GP championship was a one make and model series with the P34 coming 123 at most races, something had to give.

The P34 would have had no kit chassis and every home mechanic would have had his own style of fabrication...though demon tweaks would be needed to "vamp the opposition"

I enquired about unique slotting parts and guess what? The small front wheels are no longer available from long established BETTA and CLASSIC, but they stock the racing lexan body for racing and Ian offered special cranked front axles.

For the scale modeller the way to go is the long defunct hard body from the MATCHBOX 1/32 scale static kit now obsolete and thus collectible and rising in price. Personally I like a slot car to look like a slot car, with out of scale shell, wide axles, sponge orange tyres and paint on the inside!

My dream of having a racing p34 was going nowhere ...fast and just when I had lost all hope I asked a pretty skilled builder of cars in an attempt to commission a chassis, he apologised but had too many projects on...but he would sell me his personal P34 for a very reasonable price. He didn't have to ask twice. The vast majority of my cars are scratchbuilt and I know the builders/drivers. There is a lot of information, with 9000 hits on SLOT FORUM INTERNATIONAL so this is no minority interest; I started the thread five years ago.

This was a very nice ISO FULCRUM design, traditionally built four years previously with modern GP12 motor, Betta shell and front wheels and very fast with great handling. The concept was just right for me, a slight updating of the period club car built by an enthusiast just like in the day but better.

At last I had the ELF TYRELL to turn up at a club race night with six wheels on my wagon.

I pondered whether the "mad as a box of frogs" 6 wheeler chassis had potential to win again in 2016?, perhaps in carbon fibre?

Footnote: a full size P34 has hit the market, asking price 3/4 million GBP ! a snip?





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I race at Pelican Park Speedway [pelicanparkspeedway.com], Eugene, Oregon, a club featuring perhaps in America the only fully landscaped slot car track dedicated to 1/24th scale. Since we 1987 members are racing accurately modeled 1/24 slot cars, with bodies assembled from plastic and resin kits mounted on scratch built chassis powered by Parma and Pro-Slot strictly stock, unmodified motors. Here are a few of my 1/24th Can Am cars.



This is my version of the very unique George Bignotti Can Am Lola T-70 powered by a famed "Quad Cam" Indy engine. Raced twice in 1967, Parnelli Jones finished 4th at the L A Times Grand Prix, the only race the car completed. In 1968 driven by Mario Andretti the Lola was raced 3 times and DNF 3 times. The body is a Resilient Resin.





My version of a 1969 McLaren M-12, the customer version of the factory's 1968 M8A. The body comes from a 1990's Korean Academy Minicraft kit



DIGITAL

SLOT CAR RACING

BY: GIOVANNI RUSSELLO

1:32

The Digital GlobeSlotter: Going around the globe for a digital race

On July 31st, the first event of the DiSCA GT Euroseries was held at the South Manchester Slot (SMS) racing club, Manchester, UK. For the event, a 4-lane Ninco digital track, resembling the Catalunya circuit, was built on top of the SMS club's wood track. 10 teams registered for the 2-race event, and I was the captain of one of them, team K-9.



In this article, I will provide a race report and my experience in the organization and logistics involved in getting cars and tools from New Zealand to UK, going literally around the globe. And since this was my first experience in a large digital event, I'd like to share what I learned. Who knows, maybe this might inspire others to take the plunge and go racing even if there is some distance to cover. I believe it is worthwhile the time and effort (and costs of course!)

The Digital Slot Car Association

First a bit of background information. For those that do not know it, DiSCA stands for the Digital Slot Car Association. The main goal of DiSCA is to promote scale model digital racing. Its premier event is the 24h digital Le Mans race held in Henley each year. The men behind DiSCA are Gary Skipp, Alex Jones, and Tamar Nelwan.

The Car

The rules for preparing the car are quite open. Basically, any model of GT3 cars that have raced in the 1:1 Blancpain series is acceptable. To make things more interesting, cars with 3D printed chassis are also allowed to race. For instance, you can take a Scalextric body and put a 3D printed chassis from any maker/designer. The main restrictions are limited to the minimum body weight to be no less than 19gr; the only allowed motor is the Scaleauto Baby Sprinter, and the rear tyres are Scaleauto sponge, handed out on the day of the competition.

My first choice for this event was the Scalextric Bentley Continental with a 3D printed chassis by Slot.it. The Scalextric Bentley is a huge and heavy beast and to be honest it felt always underpowered compared to other GT3 Scalextric car. I was eager to have a go at using a more performance chassis and gearing for this model.

The main task was to put the body of the car on a hard diet. The first thing to go was the stock interior tray. Following Tamar's and Gary's suggestions, I removed some of the extra material on the clear plastic parts and used the Dremel to slim out some of the plastic on the roof and side panels. This gave me a good basis. As you can see in the pic below, I managed to bring her weight down to 18.5 gr.



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For the interior, we were allowed to use vacu-formed ones. Tamar suggested the nice interior created by Milan Tomasek or the one from Slot.it. Neither of those options were locally available to me. In the end, John Warren rescued me (some of you might know him as Munter): he had a large saloon tray that he adapted to fit into the Bentley body. After an intense email exchange, John took some time off from his busy schedule, casted/painted several interiors and sent them over to Auckland.

I just highlighted some details and added parts from the original Scalextric interiors (pilot head, top part of the seat and rolling cage). You can see the results in the pic below.



With the interior and details, the overall body weigh reached 20.42 gr – still 1.5 gr to go. With a scalpel, I shaved off some of the plastic from the side and roof part of the body. It took a long time, but I managed to bring her body down to 19 gr with the original rear wing. On the racing day, Tamar brought me a spare wing made of SLS material, which was 1 gr lighter than the original one. So, I had to put some bluetack to bring the weight up to meet the target.

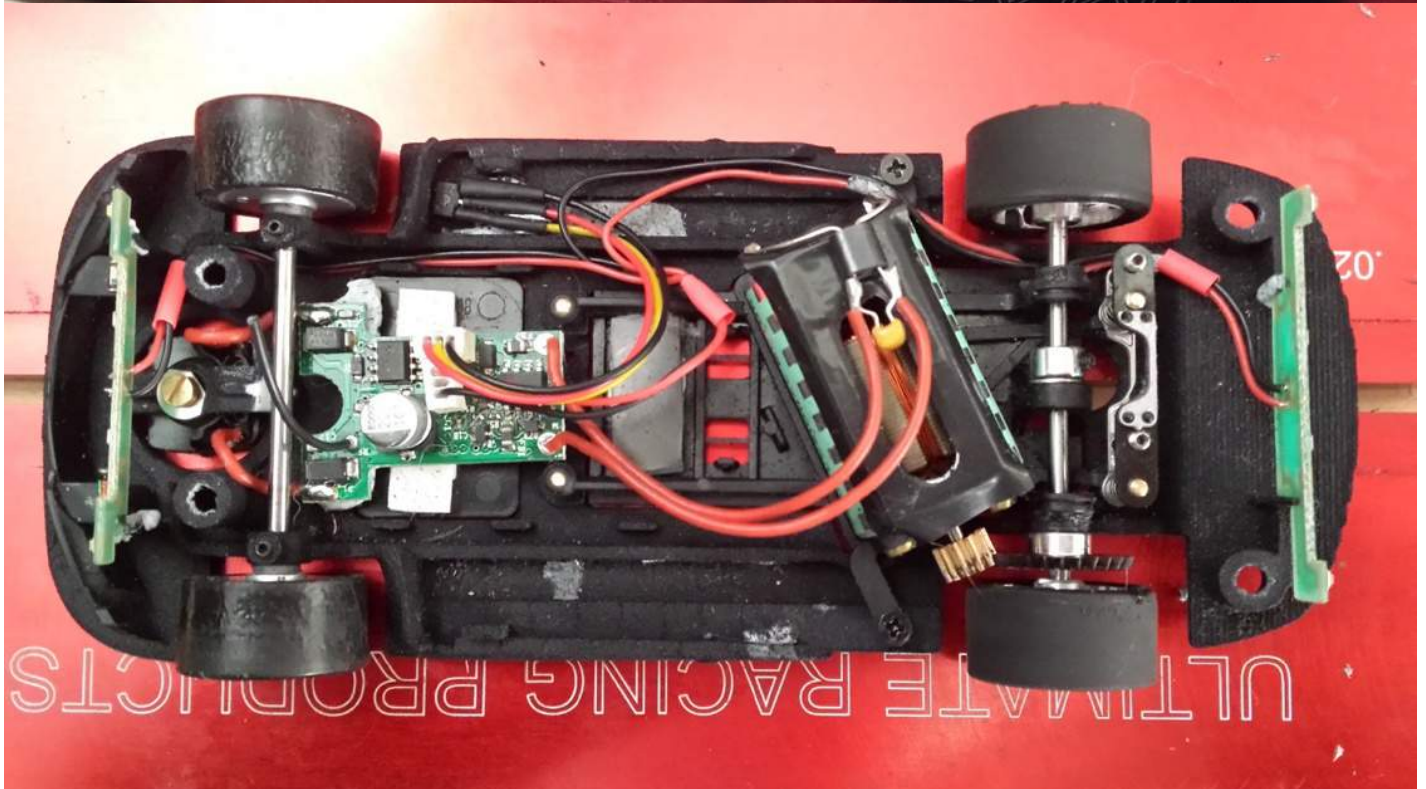
For the Slot.it chassis, I bought one from Shapeways, way before I knew I was going to prepare the car for this competition. At the time, I had in mind to use a Digital Plug Ready (DPR) Scalextric decoder modified to handle hotter motors with an LMP guide set-up. However, installing the oXigen decoder on the DPR hatch proved to be a pain in the neck. The lugs in the chassis to fix the DPR hatch prevent the oXigen decoder to lay flat on the chassis. As a consequence, with the movement of the guide the pickup wires would force the decoder to come loose enough for the wires to touch the front axle. Even worst, during race 1, after a particularly tough de-slot, the chip was completely dislodged from its position, and the IR LED was misaligned from the

hole in the chassis, resulting in no lane changes. We had to take the car out and to put the chip back in position.

I think the main lesson learned here is to apply the KISS principle: Keep It Simple Stupid!

The regulations specify that at least front lights need to be on all the time. The 3D-printed chassis retains the holders to install the Scalextric light boards. I decided to reuse the original boards. I just swapped the supplied wires for some thinner ones and connected them to the decoder light connector. The LMP guide worked well as the pickup wires were routed away from the front lights board.

The pictures below shows the results of all this work:



The Trip

My trip to Manchester was a multi-stop journey. First, I had to spend a couple of weeks in Abu Dhabi, visiting NYU, and then moved to Lisbon for a conference. Finally, after three weeks, I would reach Manchester for the race weekend.

In my luggage, I had to make space for some of the tools and parts that I would need to work on the car while overseas and some extra parts for the race. Martin, my team-mate, would provide most of the heavy hardware. I also decided to carry with me an SCP2 controller.

I planned to take the cars and gearing on my backpack. The rest would go into my checked luggage. This included also my SCP2. I was not happy about that, but better than to see it taken away from security.

I bought a couple of NSR carry cases. One was used to store the SCP2 while the other one would carry screwdrivers, hex-drivers, a scalpel, Slot.it pinion puller/pusher and other bits&bolts (e.g., screws, suspension screws, wires, etc.).

The cases then were packed in my luggage between my cloths. The cloths would act as an extra padding layer to take the worst of the beating. I successfully used this technique when I was travelling with my photographic tripod and other photography tools. It worked pretty well also in this case.

However, on my first leg of the trip I had a stopover in Sydney. Somehow, the Aussies managed to hold back my luggage. Imagine my surprise when my bag with all the tools and controller didn't show up at the Abu Dhabi airport! Anyway, 24 (very long) hours later the bag was delivered to me in one piece and with all its content intact.

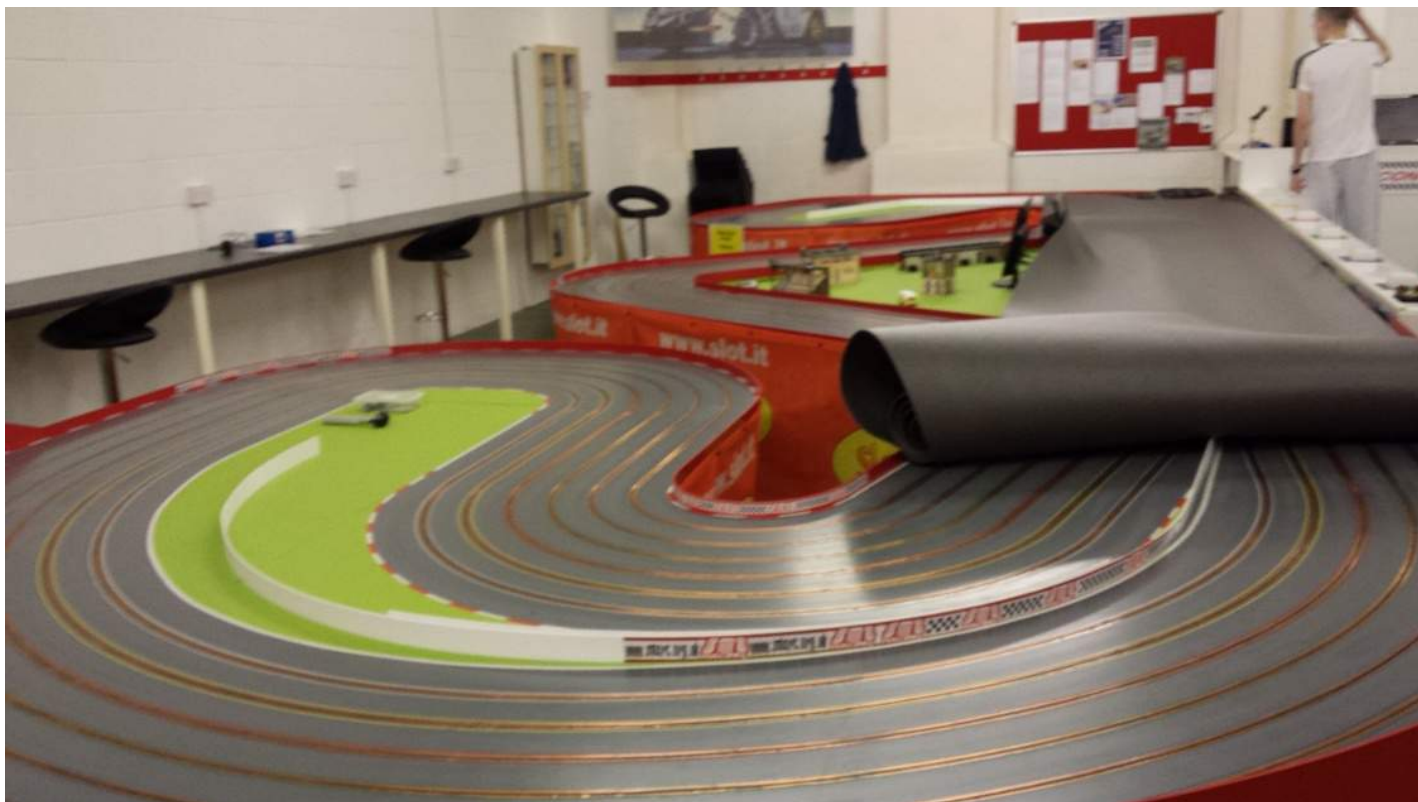
The bag went through 10 other airports and security checks. No issue at all. Everything made it perfectly ok back home again in Auckland.

Building the track

I wanted to be there on the day before the race to give a hand to Gary and Alex. Since one of my projects is to bring some oXigen racing here in NZ, I also wanted to have a look at how the track is finalised and the rostrum for the drivers prepared.

I met with Gary at my hotel and drove to the SMS club location. Alex was already there with most of the boxes with the track pieced. Slowly, we moved everything in the club room and started the building process.

First, we lay down the protection on top of the wood track.



Then we arranged the pieces we needed on the track so to have an idea on how they would fit.



After a couple of hours, the main layout was built and the rostrum ready with the power connections for the controllers.



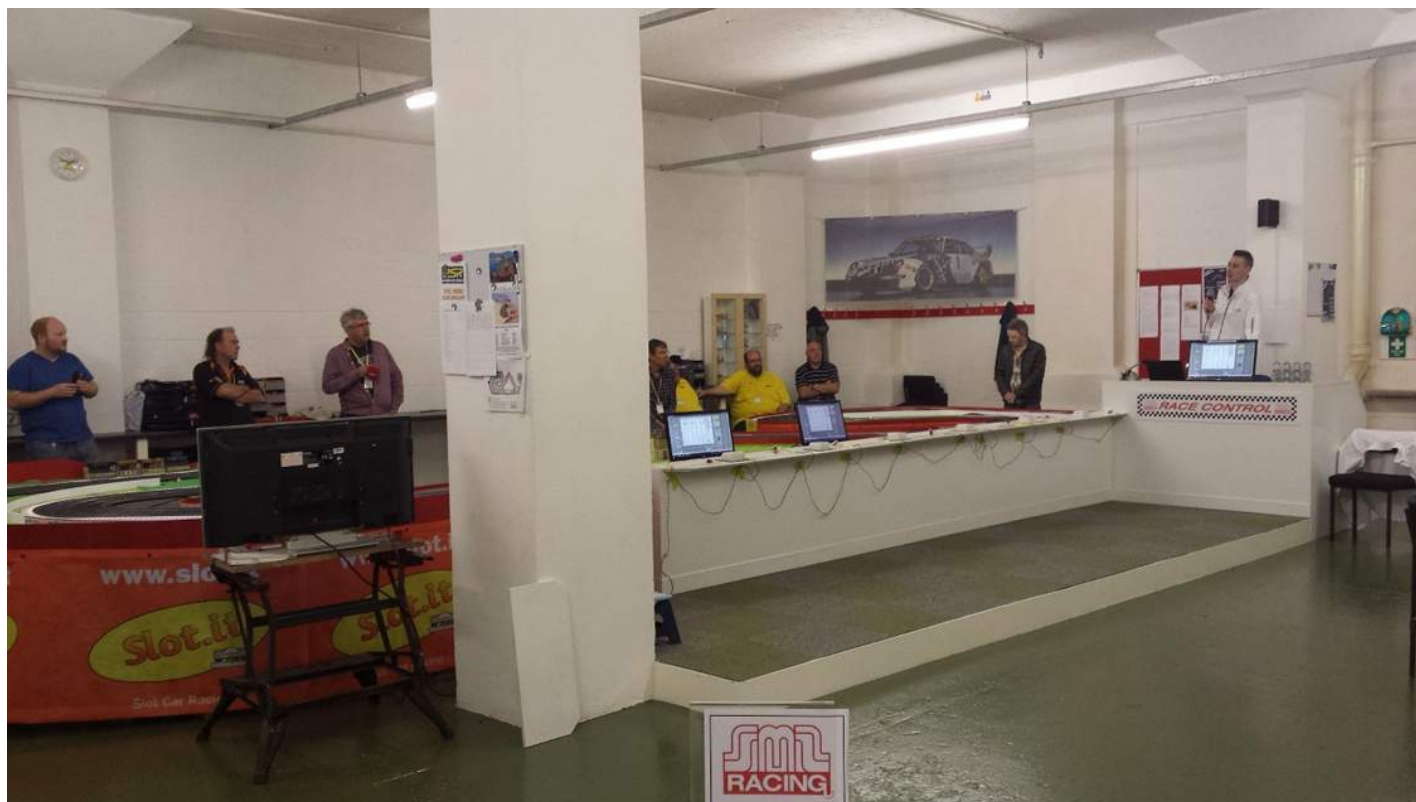
While the guys finished up with the borders, I completed my car preparation. In fact, while in Auckland I managed to misalign the comms in my Baby Sprinter while changing the pinion. Gary handed me two new motors on the day, and I installed them on my cars.

When the track was ready, all of us were eager to try it out to check the power distribution and the lane changers. After a couple of laps, I was happy on the way the Bentley handled on its old set of sponge tyres. However, on the race day, new tyres were going to be handed over, and things would dramatically change...for the worse.

The Race

On race day, we started with Gary giving a briefing to the teams. Some basic rules were explained such as to take the car into the pitlane before taking it out of the track.

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After the briefing, we started a 90 minute practice session. We also got two sets of tyres for the day. With the new tyres, the car sat higher on the track, which meant less magnetic traction and a more unstable car.

The practice session would also act as qualifying to set the grid positions of Race 1. So all the teams tried to set fast laps while learning the track.



Although the previous day I had some high 9 seconds laps, during the practice we could not managed better than a low 10 seconds. At the end, we started from 7th position on the grid.

After practice, I decided to put a bit of bluetack on the front of the car to keep it more in the slot especially in the tricky bits before the last corner. Also, I changed the braids to have them longer because on some corners, if the cars tipped too much, we would lose power.

Race 1

For Race 1, Martin was going to start the first stint while I was marshalling our assigned corner. He started quite well, but soon our car showed some issues. It was stopping in the middle of the track like it had no power. I took the car out and asked Martin to come and marshal on my behalf.

I thought that one of the pickup wires had come loose. In fact, I was using a Slot.it LMP guide with very short front wires. Changing the braids during the pause between practice and Race 1 was not an easy job. Thus, I thought that I had not securely tightened one of the grub screws in the guide. In the hot pit, I removed the body, but to my surprise, the wires were all securely attached to the guide. It turned out that the main problem were the braids. Although the braids were not that long, some of the marshals had managed to cross the braids (possibly by pulling back the car while putting it in the slot) resulting in shorting the car/chip. Fortunately, just reducing the size of the braids cured the problem, but we lost lots of time and laps. When we went back in the race, we were last.

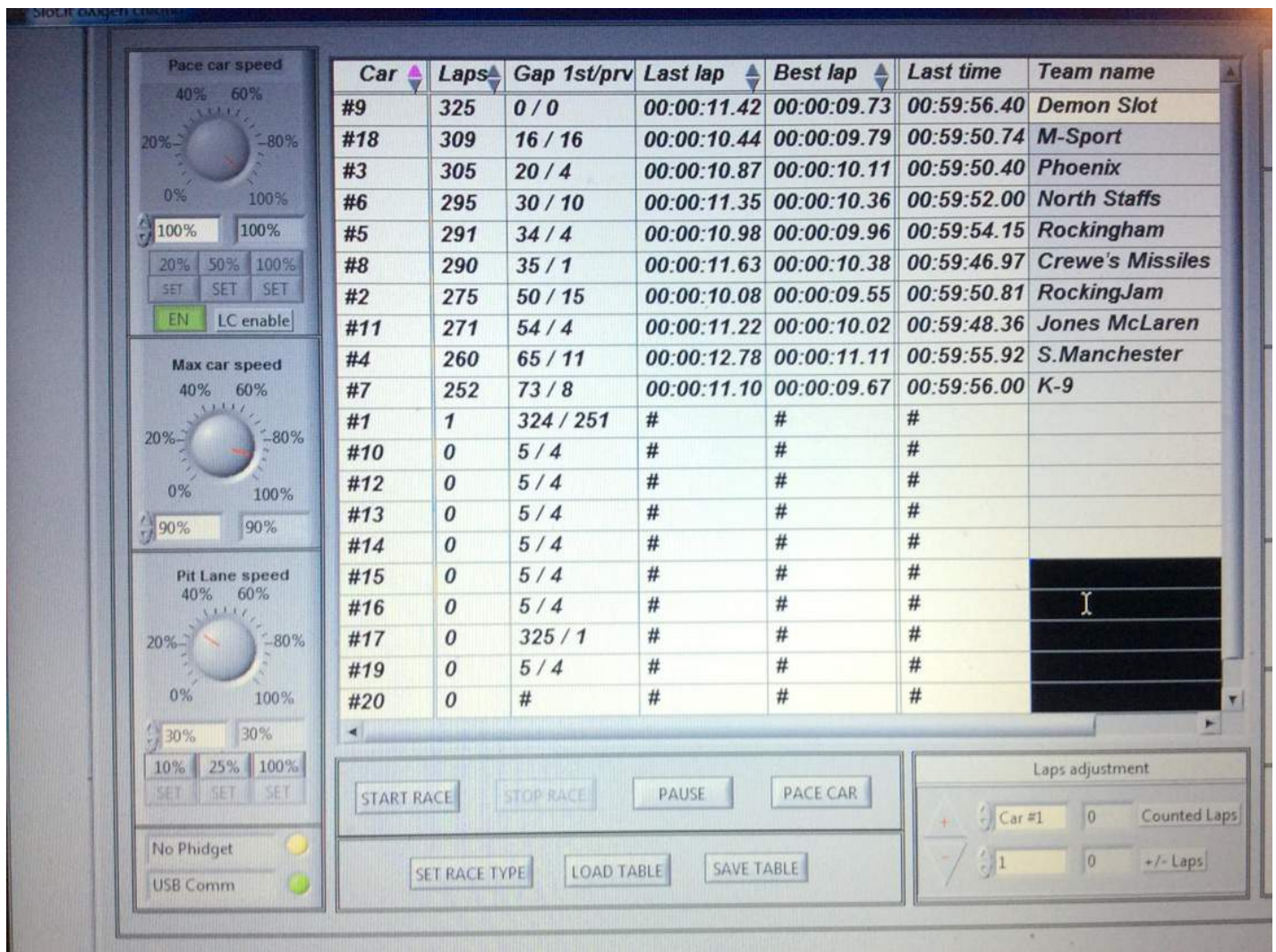
Then later on, we had another issue. The decoder came loose and the IR LED was not aligned with the hole in the chassis. This meant no lane changing for us. Again, we had to take the car out, remove the body, and fix the damn chip!

Needless to say, we were still last and remained last until the end.

I'M ADDICTED

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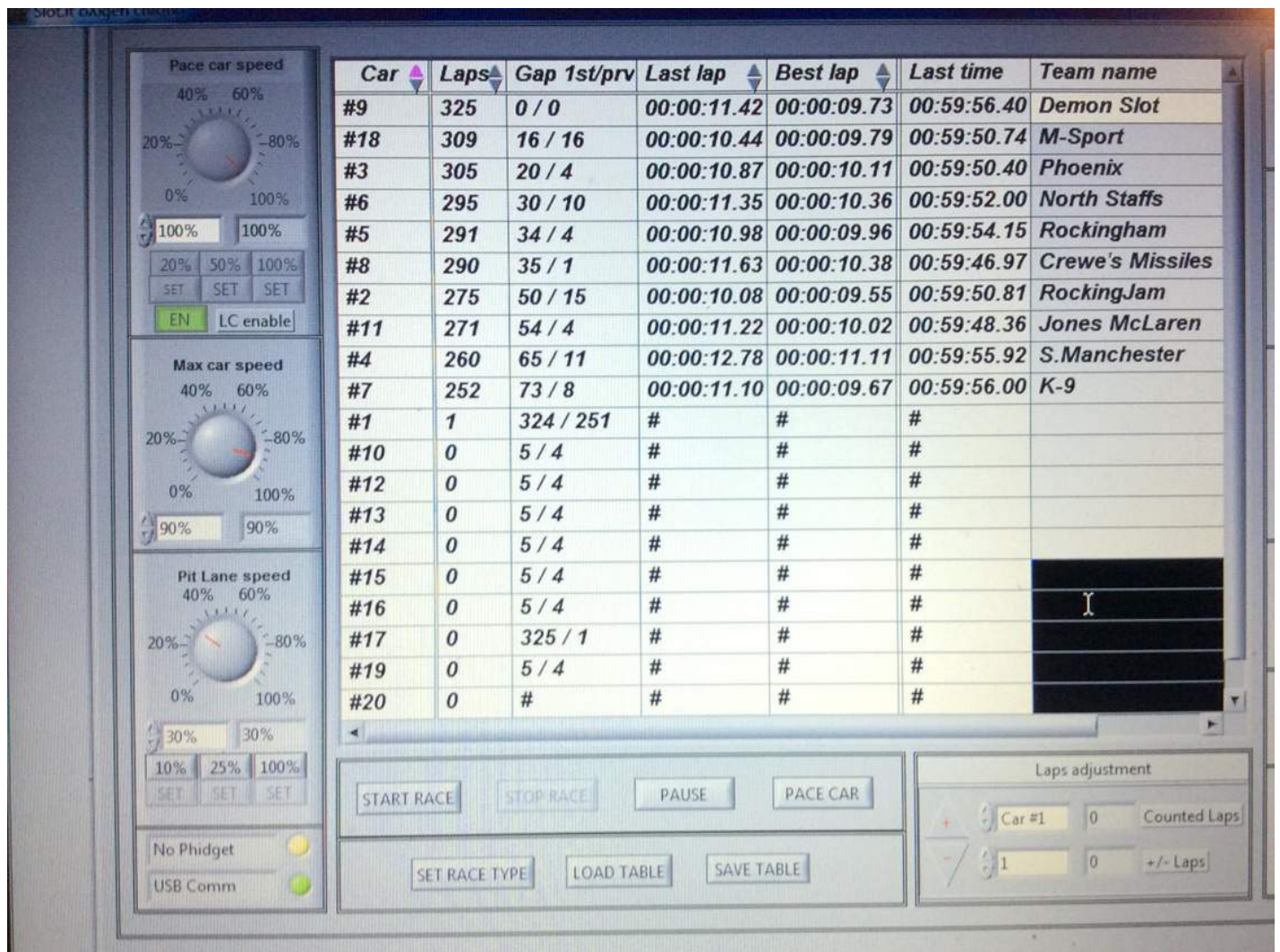
The only satisfaction is that we got the second fastest laps of the race.

Race2

For Race 2, we had to put on the second set of tyres to clear the minimum clearance rule. This time, I wanted to have a go at the start of the race.

Because of the reverse grid order, we started from the first position. Before completing the first round, the BA Ferrari out the main straight shunted me, and the car parked in a place where no marshal could help. So, I had to retrieve the car and put it back on the track, losing precious time.

We were running 7th before I handed the car over to Martin for his stint. We were one of the first teams to go in for the mandatory 1 min pitstop. By the time Martin went back into the race, we were again running last. But then, the other teams started to pit as well so we were back into 7th position. Martin's stint was excellent. In his hands, the car was going really well. He managed to grab the 6th place. Almost towards the end, Martin was getting closer to the Audi of the North Shaffs. But then, the hour was up and we were just two laps behind the 5th position.



Conclusion

Although I am disappointed on how unreliable the car I prepared was, I have to say that as a first experience it was really worth it.

Here are some considerations I would like to share with you.

I consider myself a digital racer, but it's one thing to race on a home track; another thing is to race on a club track. At home when a car de-slots, we can make a track call where all stop and the car can be put back in the slot. On a big event like this, there is not a track call for a de-slot. Marshalling will be done under pressure so better to have your car bullet-proofed.

Read the race specs and then read them again. The GT Euroseries was the first of its kind so many hadn't much experience. Partly, it was meant to be a testing event to try some of the new regulations. In particular, the minimum ground clearance and the sponge tyres played an important role if your car was going to make it to the grid or not. Our car was on the heavy side, and during the practice, we only used one set of tyres. So, we ended up with the first set to be too low to give us the required ground clearance for race 1. This meant to use the second set in race 1, hoping that it would

not wear too much to be able to pass scrutineering for race 2. We did...barely!

Have a proper strategy to try and test a combo of gear ratios during the practice. Some of the teams have access to big (Ninco) tracks and had all the time to test and prepare their cars. In my case, I do not have access to a track with 10 meters of straight, and no one is running clubs here in New Zealand on Ninco track. I had a bit of extra practice on the Saturday, but that was with old tyres. I didn't test or change any gear ratio except the one I had the car on, not even during practice. I do not know why. Maybe too much was going on at the time. And 90 minutes really flew by. Next time (oh yeah, there is going to be a next time!) I will have at least two more gear ratios ready to test. Also, I will have one or two motors with different pinions already in so that I will not have to waste too much time for using the pinion puller/press. To make also the motor swap easier, better to put a 2-pin connector on the motor wires to avoid using the solder iron. This would help in case of a chip or motor quick swap during the race.

As a concluding remark, let me thank Gary, Tamar and Alex for all their help and support. The organization of DiSCA events is exceptional and I really appreciate all the effort they put to promote digital events. Also I would like to thank Keith and Richard for their hospitality while we were at their club.

That's all folks. Hope some of you will find this article useful and might give you the inspiration to go and try one of these large digital events! As for me, I am already booked for another race of this fantastic series.

Ciao!

G

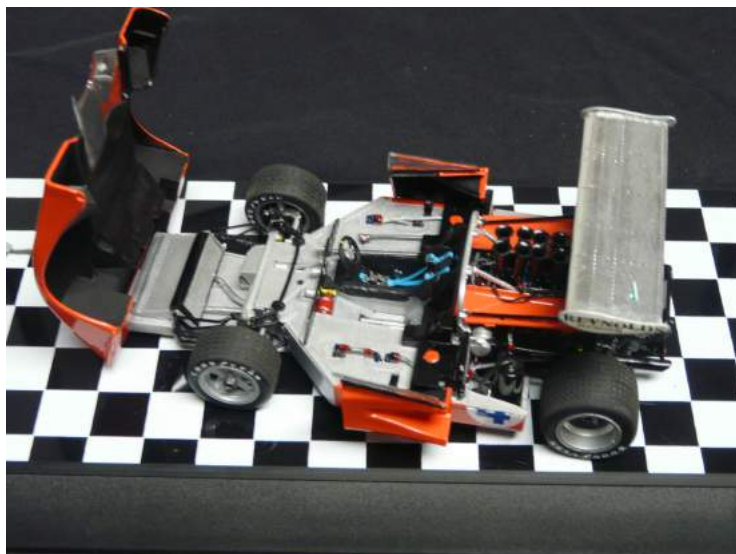


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Here is a static model from Mark Schuller's personal collection...



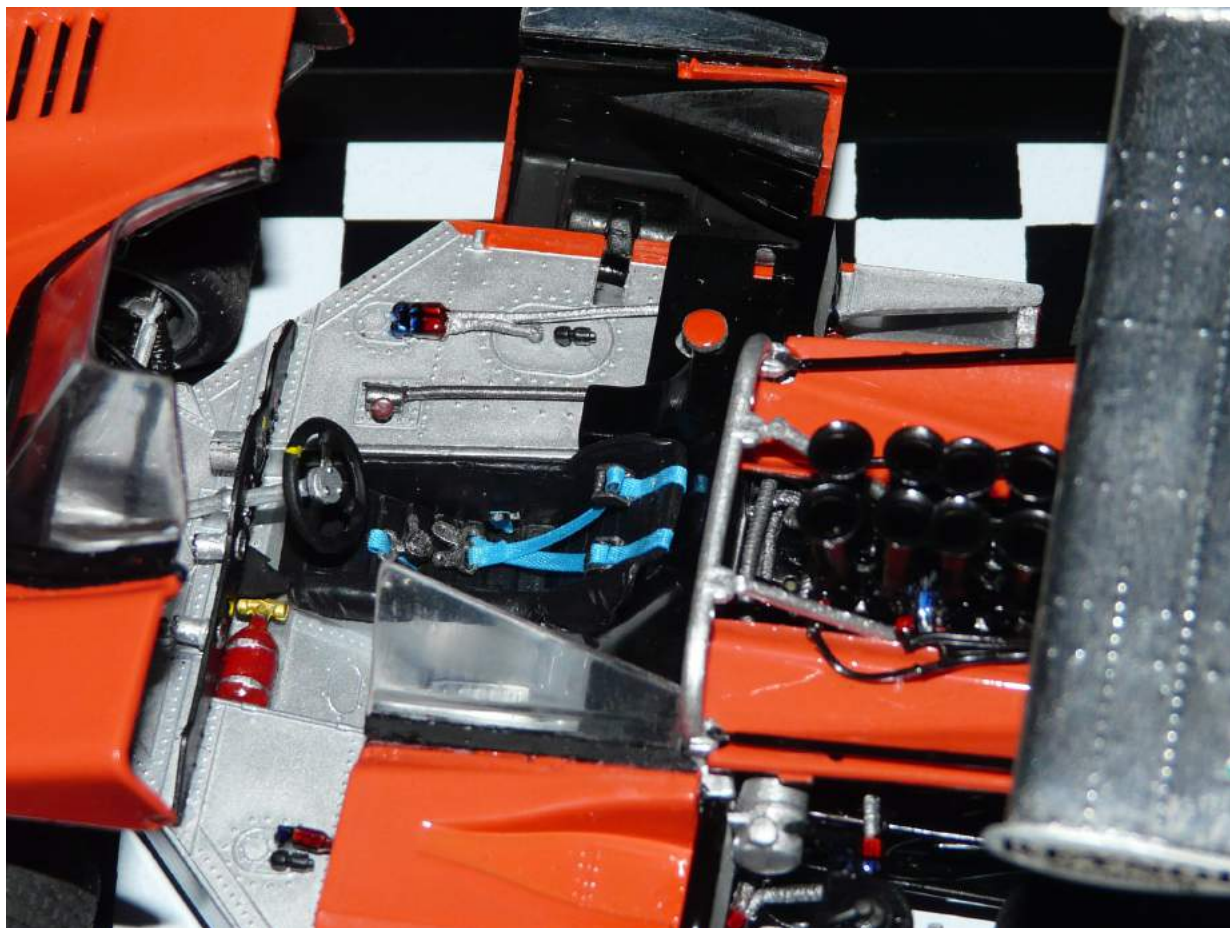
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Building a S.L.O.P Vehicle

By Cap'n Curt Wiebe

Part I

Beach Scene Dune Buggy



Completed Beach Scene SLOP track



Full scale dune buggy sample



Eldon dune buggy slot car (1970's)

In previous articles we built a couple of Sloppy Super Little Open Proxy (SLOP) race tracks, a “Beach Scene” with a tilted beach area, and a “Golf Course Hole” in honour of the driving skill of my new Son-In-Law, Jake.

When I was finished the tracks, I ran a couple of standard 1:32 scale slot cars around them, but since these are SLOP tracks, they ABSOLUTELY require dedicated SLOP cars. For competition, SLOP cars MUST comply with a specific set of rules, and there is usually a maximum size that these cars must meet. These tracks and cars were NOT built for competition, but just for my own education and entertainment, so I built them to meet my own ideas. I am presenting these articles now for your elucidation and enlightenment, and hopefully to encourage you to try one for yourself, and maybe to enter the next SLOP contest!

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In this article I will begin with the dune buggy for the “Beach Scene”. Among the 1:32 slot cars I have collected over the last few years was an Eldon dune buggy from around the 1970’s. It was a pretty standard unit, and could be a dedicated vehicle for the “Beach Scene” track, but I wanted to try building something more from scratch, so I gave the Eldon body and top to my eldest daughter, Jesse, for her to decorate. She has far more artistic talent in her little finger than I have in my whole body. I can hardly wait to see what she comes up with.

My idea for a slot car dune buggy for this track was more in line with a competition machine with a sheet aluminum body that I could replicate using sheet styrene – see the sample photo above. Because size of these vehicles is NOT critical, I decided that rather than build a chassis from scratch I would simply use another old chassis from my collection as the basis for this vehicle. I pulled my collection out, and found that most of them were either Eldon or Strombecker.



Strombecker (left) and Eldon (right) chassis

Both the Strombecker and Eldon chassis are designed with adjustable wheel bases, but because the Strombecker chassis is intended to cover the full width underneath a fendered car body, to build a dune buggy with partially open wheels would have required severely modifying the chassis. Since the Eldon chassis is already narrow, just wide enough to hold the motor, I decided to use one of these for this project.

First step was to collect all of the bits and pieces from my collection to complete another running Eldon chassis, over and above the chassis for the dune buggy that Jesse is painting.

Second step, set the chassis for its shortest wheelbase and hot-glue in that position. The reasons for this are because I want to keep the car small (remember the Little in SLOP?), and to help keep the car from bottoming out when travelling over the transition from the level “grassy” area of the track onto the sloped “beach” area and back.

Rather than use the standard wheels and tires all the way around, I wanted this machine to look just a little bit meaner. Ideally, I would have liked to have a full rear-mounted motor visible, and the power would then go to double wheels on a single axle – duallies! Some of the wheels that I had available had shorter hubs, so I used a few of these for the back axle. Two of these wheels I took out to my small drill press and ran a pilot bit through from the inside to the outside, getting as close to the center of the wheel as I possibly could. Then using a drill bit slightly larger than the axle diameter, I drilled from the outside in, but only as deep as I needed to in order to allow an axle to protrude all the way through the wheel. Then I removed the remainder of the inner hub from all of the wheels in order to reduce the required clearance as much as possible. The wheel hubs were then glued onto the axles.



*Axle with long hub wheels (back), axle with modified hubs – duallies (middle)
Axle with short hub wheels (front)*

Even with enhanced clearance achieved by removing the hubs from the wheels, there was not quite enough room to use a standard axle and all four wheels and still fit this on the standard chassis. One solution would have been to build a longer axle, but this would have required obtaining a new piece of material of the appropriate diameter, that would also be hard enough to not bend at the first little bit of force. I could not afford this option, so instead I just removed a bit of the material protruding from the plastic chassis using a razor knife and files.



Chassis (standard – left) and trimmed (right)

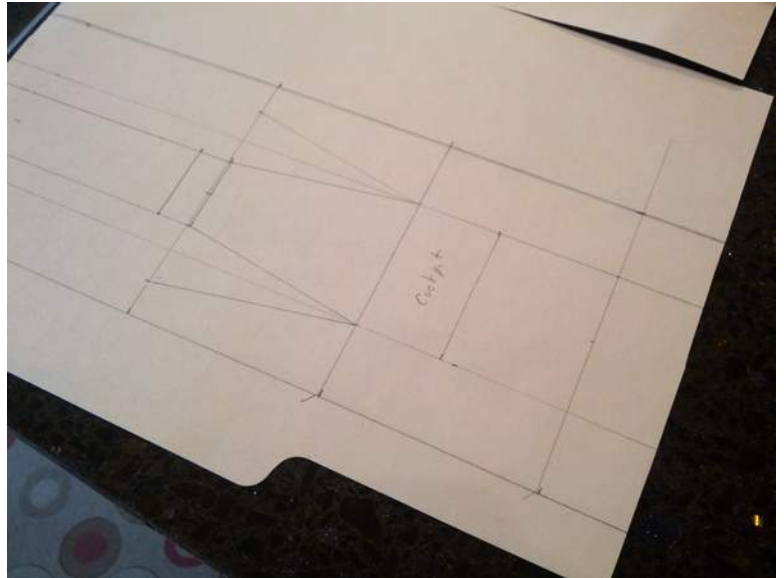
Once the chassis was suitably modified, it was just a matter of assembling the rest of the running gear. I had old Eldon tires readily available, so I made up a silicone mold and poured some new urethane tires to go around. Then the axles, motor and guide with new braid were mounted to the chassis, and new lead wires were installed between the motor and the guide. This essentially finished the running chassis, with the exception of truing the wheels and tires.



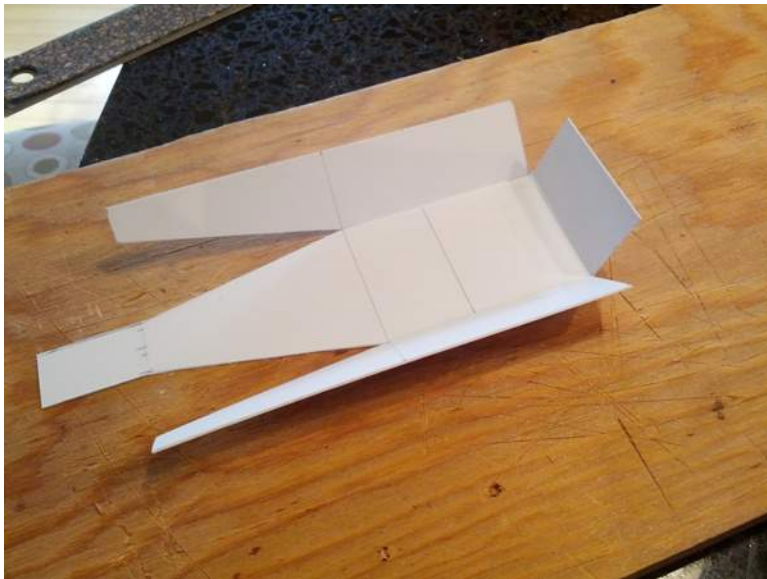
Completed chassis without guide and motor

With the chassis now essentially complete, it's time to get to work on the body. I started by using dimensions from the chassis and drawing a template of the body on a sheet of cardboard. I used an old file folder.

Body layout on cardboard

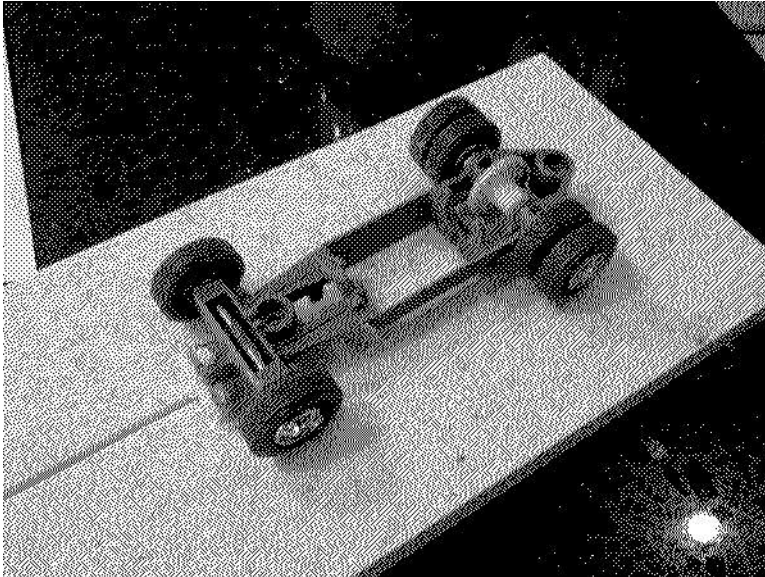


Once the body design was laid out, I cut it out, folded it as required, then taped the joints together to create a complete cardboard prototype. By sitting it on top of the chassis I could then tell how close it would be to what I really wanted. In this case it looked pretty good, so I went immediately to copying the template to sheet styrene.



Prototype body cut out and folded

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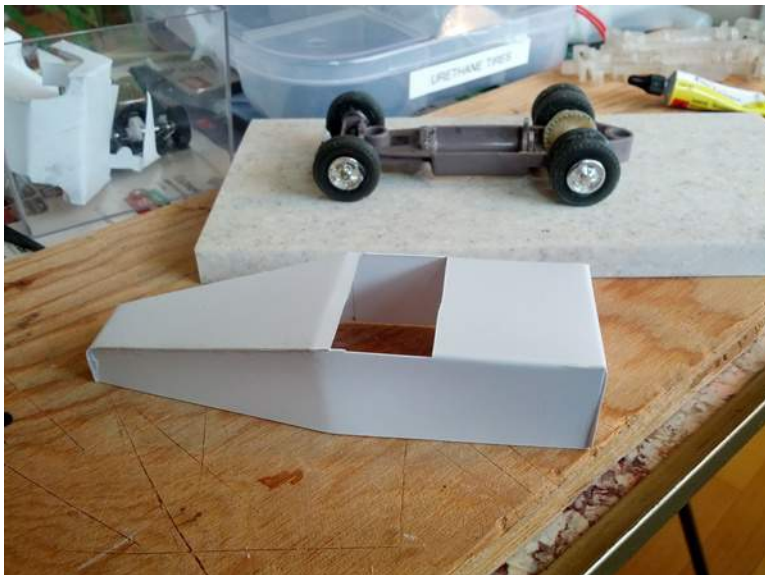


Chassis with guide on set-up block



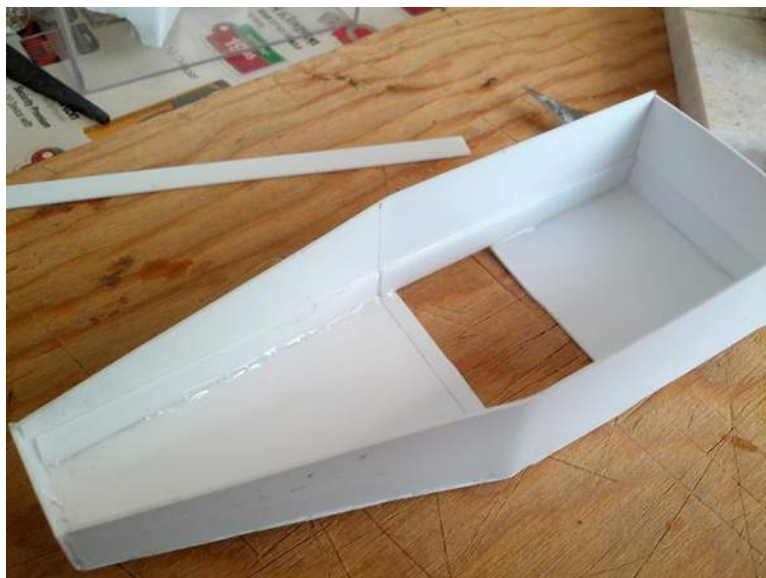
Prototype body sitting on chassis

After cutting the tape on the cardboard body and unfolding it so it was flat again, I was able to trace the shape onto the styrene. I then cut the styrene body out, folded it and cemented the edges together using standard modeler's cement. Since the styrene I used is quite thin, I cut a few narrow strips and used these to reinforce the joints and the edges of the cockpit cut-out.



Styrene body with chassis in background

Styrene body with reinforcements



Next I cut away part of the rear quarter panels to uncover the dualies, and cut strips of styrene wide enough to cover the wheels and tires, and installed these on the back of the car. I also cut a couple more trips of styrene for the front fenders, but because of the angle of the body here, I had to fidget a bit more to get the right shape. I also had to cut away a little bit of the body to allow for clearance of the chassis at the front axle.



Body with rear quarter panels trimmed and fenders roughly installed

When I got the fenders mounted on the front, I decided that the nose of the car was a bit to long, so I cut it off with a jewellers saw and put a new front panel on.

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Nose of body showing possible alternate lengths.

With the basic body complete, I then fared the fenders with putty and rounded the edges of the body with fingernail files.

Next I cut a couple of styrene tube pieces for body mounting posts and screwed them onto the chassis. By placing the body on top of these posts I could then determine how long they needed to be and cut them down to length. I also cut a few extra pieces of styrene to use as reinforcements, and cemented these all into the body.

Chassis with body mounting posts attached



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Body with mounting posts, Lexan driver/cockpit, and wire front bumper attached



Now the fun begins – detailing! I used a Lexan cockpit panel with driver that I installed using tape inside the body.

I bent some steel wire to make a front bumper and installed it through holes I drilled in the front body panel.

The roll cage is small brass tubing that I bent and soldered to fit. This was epoxied to the top of the body, but I also drilled small holes through the body and epoxied wire into the tubing from inside the body to help hold it in place.

I cut a couple of small rectangles of styrene and glued them behind the cockpit to create a raised engine cover, and on top of that added a short length of round brass tubing and a piece of square brass tubing to create an air intake. The back of the square tubing was then filled with putty to close this off. A couple of short pieces of brass tubing glued to the back body panel became exhausts.

Body with front bumper, roll cage, cockpit, and engine components installed





Lexan cockpit, roll cage, engine cover panel, intake, and exhausts

With the basic body essentially complete, it's time for paint. I used silver automotive paint that I had leftover from a touch-up project on my 1:1 Honda Fit, and gave the entire car a couple of coats.

Complete car with a couple coats of silver paint



For the final detailing, I painted the engine cover red, the front bumper, roll cage, and exhausts black. The cockpit panel and the driver's seat belts were painted black, and the driver's suit and

some other cockpit details were done up in red. I added a couple of tape stripes off-center on the front of the body, then added decals. I found a few lights from another kit that I glued on top of the front roll cage bar to make fog lights. Then everything was given a coat of automotive clear coat, again left over from my Fit project.



The finished dune buggy

*On the “grassy area” heading for
“the beach”*



Past the sand sculptures



Up by the wall and the beach bonfire



Past the bonfire pit and back up to the "grassy area"

With trued tires this machine runs very well on our club track. The center of gravity is fairly high, so the corners have to be taken a little slower, and this is particularly true on the sloped Beach Scene SLOP track.

Both the Beach Scene track and the dune buggy were fun to build. As this was my first scratch styrene body construction, I felt that keeping it simple was very important, and I am very happy with the result.

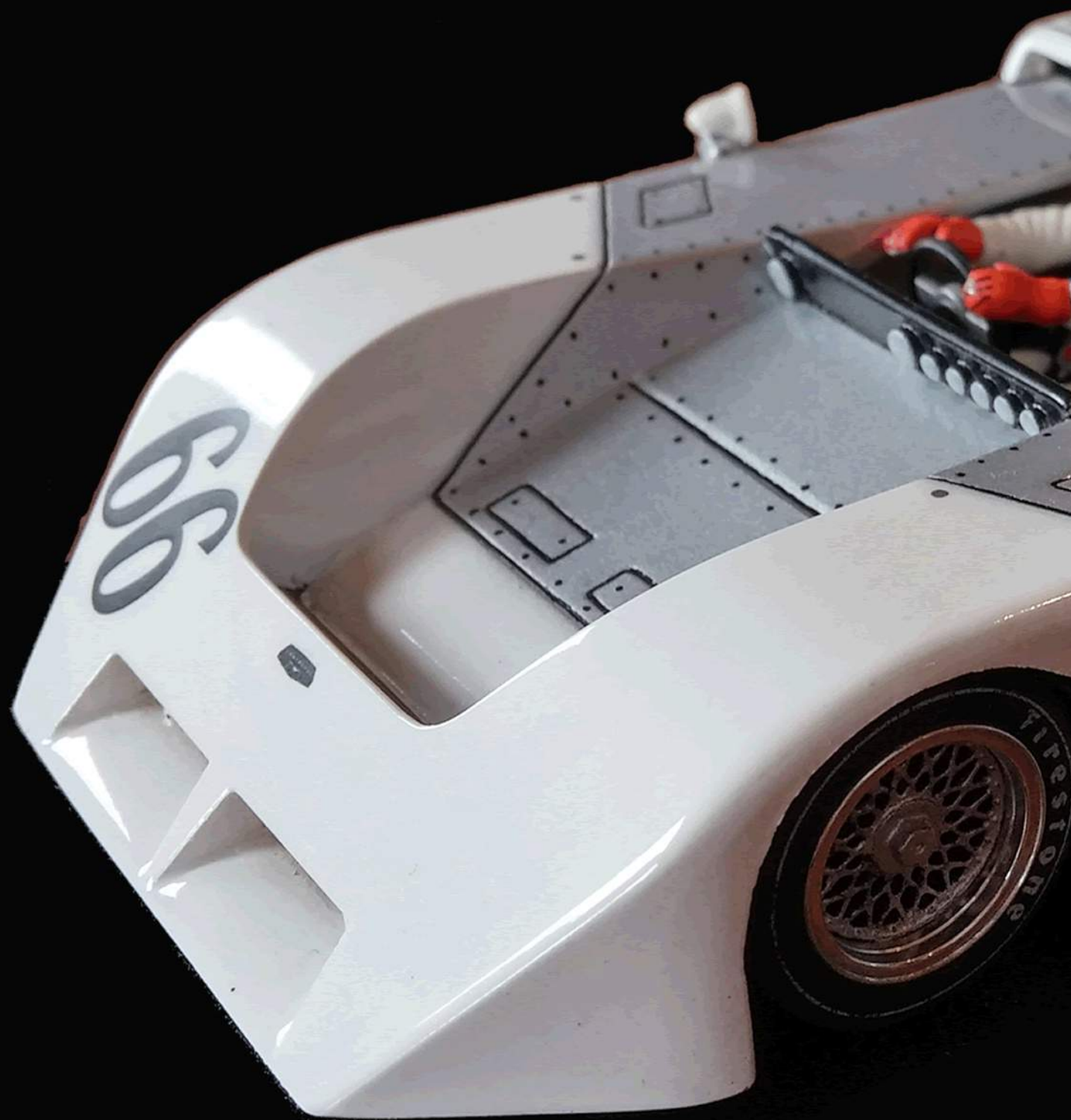
Next issue we will build a couple of golf carts for the Golf Course Hole SLOP track. This will be a much more complex build!

Until then, keep on having fun!

Curt
aka Captain Catastrophe



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Kym Vogelesang of South Australia shares some of his incredible collection with us...







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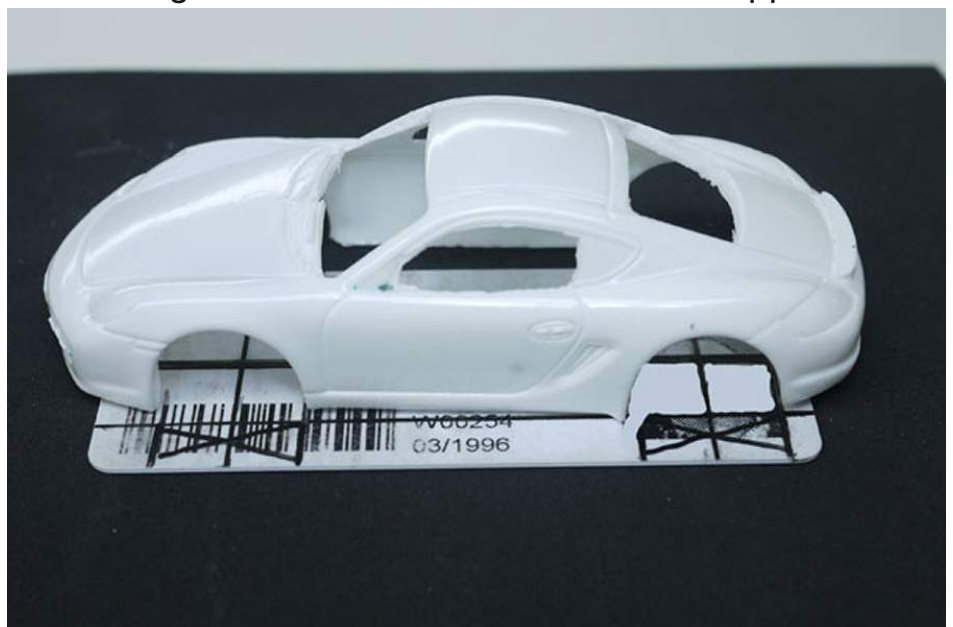
I have been away from slot cars for about 12 years. I had been busy building RC tanks, and through necessity, I had to improvise a lot of parts.

When slot cars sparked my interest again I approached it at slightly different angle. Instead of buying what I needed, I have been conditioning myself to make what I need. So when it came time to build a slot car chassis, I looked around to see what I had that could be used.

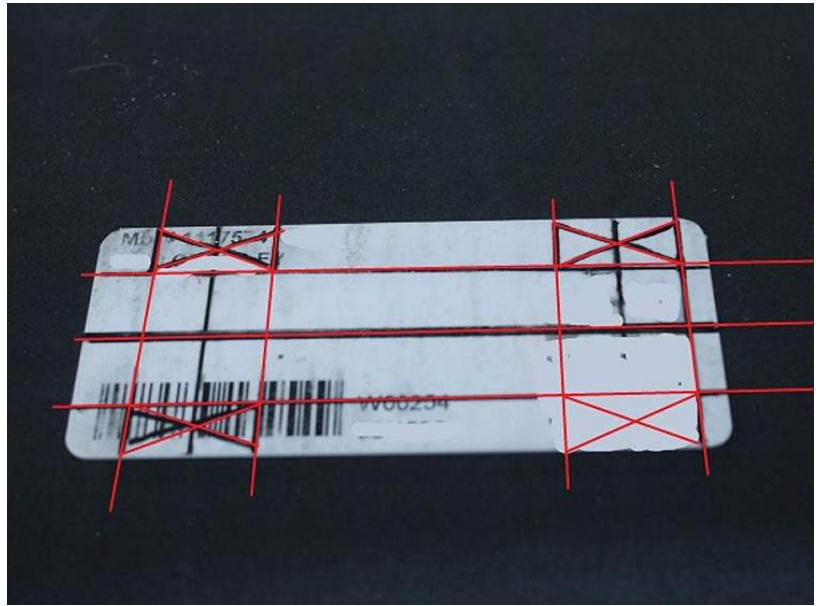
On my work bench were some old gift cards that looked to be the right size for a flat pan slot car chassis in 143 scale. I wanted to try 143 scale as I had accumulated a lot of Die-cast miniatures over the years, and had a supply of Masters to pop resin shells from. Now I needed to make a decent slot car chassis for the shells I was planning on making.

Looking at the Credit cards and setting them beside the die-cast cars it appeared as if they would work fine. All I needed to do was get after it. Without a whole bunch of planning I just started building.

I started off by taking a resin shell and placing it over the gift card. I marked out the wheel wells with a marker and also determined the required width by using the Resin shell.



I used the marks and used a square to draw cutouts and determine the center line of the chassis. I was happy with the results so it was on to the next step which was to cut out the chassis from the gift card.



I used a drill bit to make end point holes through the gift card. At first I was using an exacto knife, but have since switched to sharp scissors. The scissors make quick work of the cuts and the end point holes serve the same purpose and allow for a nice intersecting point to terminate the cut lines.

Once the cutting has been done it is time to add the other pieces.

Rear Bearing Block

The rear end is fashioned with two 1X1 Lego blocks glued together which will be attached horizontally. One end has the nubbin sliced off with a Exacto knife. This will leave you a perfectly centered hole. This is bored larger to 6mm to accept the 2mmX6mm flanged bearings that are installed on each end of the bearing block assembly. Who says you can't fit a round peg in a square hole. The dimensions of the open Lego block are perfectly sized to allow a 6mm flanged bearing to be press fit into the block. Your rear end bearing block is now complete.



Adding the Motor

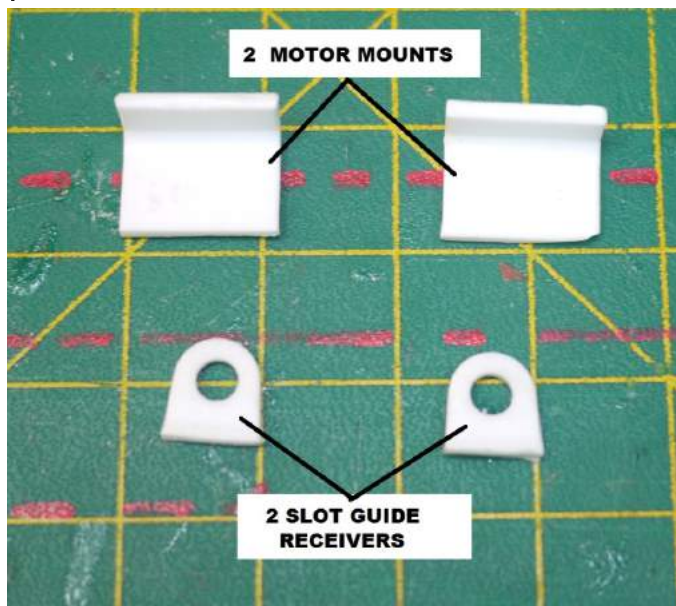
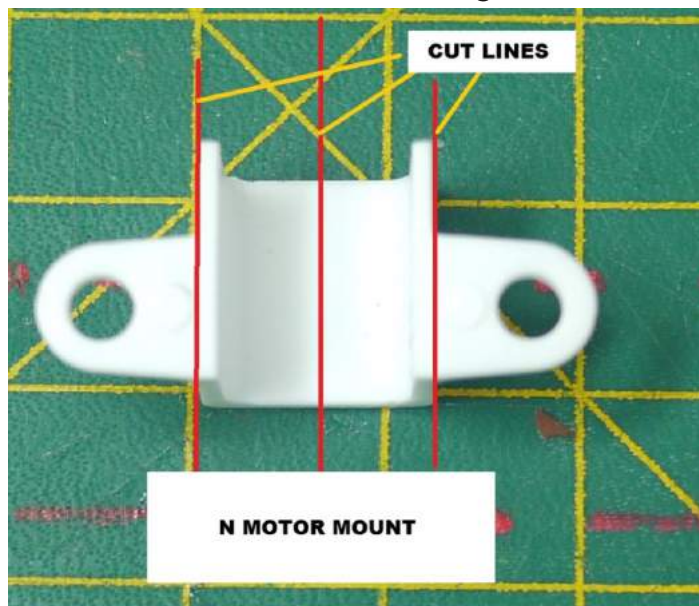
It is at this point you need to determine the wheel size and motor you are planning on using. The wheel size will determine your spur gear diameter. Your spur gear diameter will determine how close you need to mount the motor so the pinion gear meshes properly with the spur gear.

Depending on the scale you are working in you may have to file one side of the rear bearing block, or perhaps add a shim of styrene plastic to get this mesh correct.

Once the mesh is correct glue the motor to the bearing block with CA. I use accelerator to make this a super quick process. It is important to mount the motor square with the bearing block. Failing to do this will result in a chassis that sits twisted, (not a good thing.)



With the bearing block added to the motor, it is now time to add the motor mount to the motor. The motor mount is an N motor mount cut in half that will yield you two motor mounts and two slide guide holes as pictured.



Again using CA glue, attach the motor mount to the motor. This mount must be square with the motor to ensure you have chassis that is aligned and sit flat on the track.

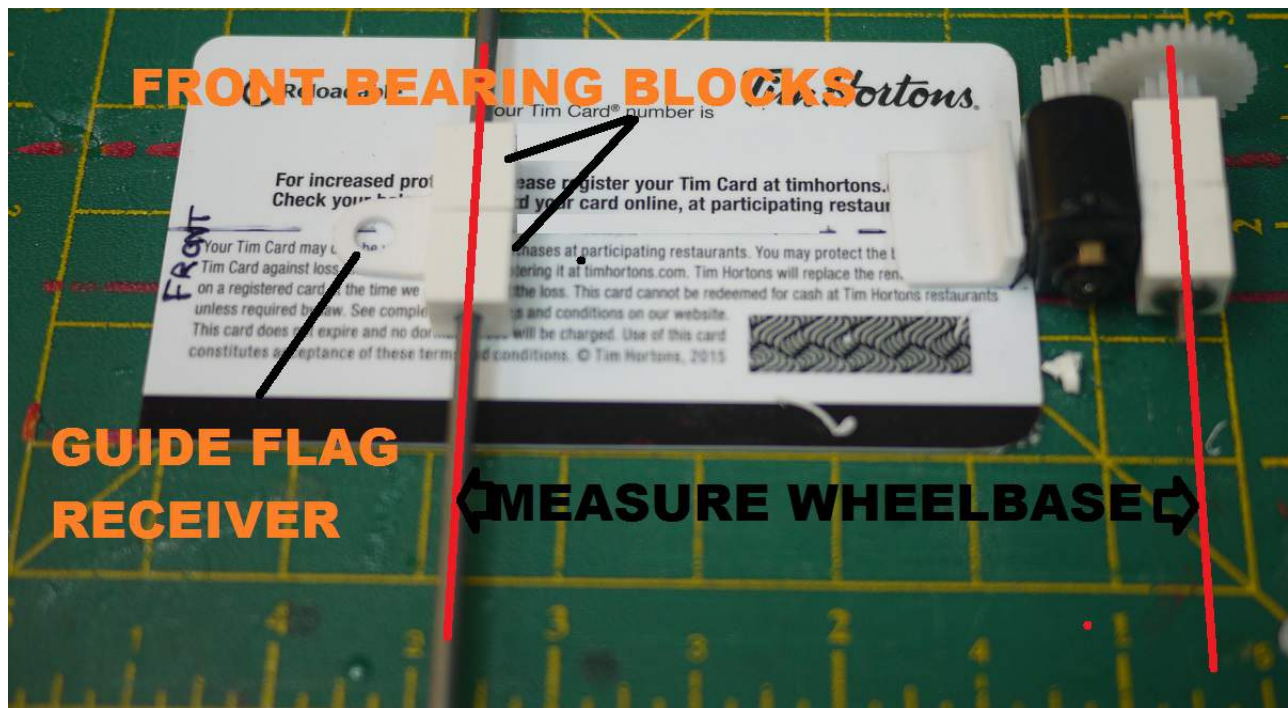
You now have what I call the Motor pod assembly, which sits ready to install on the gift card chassis. As the components that go into this are inexpensive, it is at this time you can choose to strengthen the whole assembly by spreading two part epoxy glue over the joins. When you decide to do this though, you are committing this to be a throw away component, if the motor fails there will be no way you can separate it

from the rear bearing block axle. So you would have to salvage the bearings and throw the rest in the trash. Before going for the epoxy strength I would test run the chassis and make sure everything is flat and square. Once you are totally happy with the chassis then use the epoxy to strengthen the CA bonds.



Mounting the Motor pod

You can now mount the motor pod assembly on to the gift card. You can drill two holes and use miniatures nuts and bolts or use CA. Whatever works best, but understand that the CA is a permanent commitment.



Front wheels

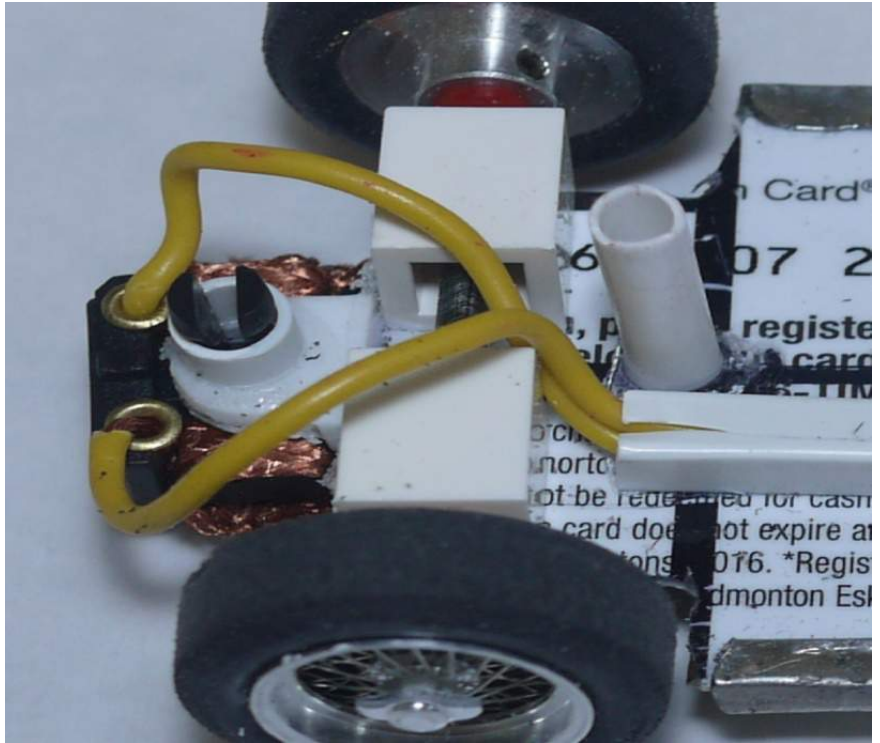
Once the motor pod is attached you have the center line of the rear wheels fixed. Now you have to measure out the wheelbase and mark the centerline of the front wheels so the chassis fits your shell perfectly. You should have done this earlier, but now that the motor pod is attached it is time to check this again.

Using a square, mark out the front axle center line. The front axle bearing blocks are again made out of 1X1 Lego blocks. You can choose to add bearing exactly like the rear bearing block assembly or just cut off the nubbins and run the axle through the whole that is there. Personally I do not use bearing so on the front wheels as they seem to freewheel just fine using the bore through the Lego.

Using CA Position the Front bearing blocks so the front axle is square and perpendicular to the chassis center line.

Guide flag

Remember those triangular bits with the bore through them that you cut off the motor mount. Sand this flat and ensure the base end is square. Glue this onto the credit card chassis positioning it so the base is up against the front lego bearing blocks and the bored hole is centered on the center line of the chassis. Use this as a guide and then cut away gift card plastic away from around the perimeter of the guide. Drill out the hole for the guide flag and install the slide guide.



Wire up the slide guide to the motor. I use a .1 Microfarad capacitor across the motor poles to filter out electrical noise that can interfere with wireless devices.

Brass side pods

I add side pods cut from brass strip 6mm X 2mm X whatever fits between the wheels [Will depend on the chassis length]. I use bolt cutters to cut the brass and then use a file to dress up the ends. I cut the lengths to fit between the wheel openings on the chassis. These are then attached to the chassis using metal C channel. I use Carrera GO slot car rail as I had a bunch of it laying around after some track modifications, and the price was right for this project. Ideally you will want to attach the brass with CA, but don't do that just yet. You can play around with the balance of the chassis and use different size brass strip to fine tune the handling characteristics of the chassis to suit you. For me I always end up using the full length of strip, but you might have different requirements.

Now you should have the base chassis. All you need to do is add wheels and tires and take this to the track.



Wheels and tires

I use 2mm axles on all my build as the bearing size of 2X6mm is a perfect fit for the lego blocks. For 143 scale I use scale aluminum wheels that need to be bored out to 2 mm. I then press fit the wheels on to the axle. I run them and ensure they are running true with the center bore seeming motionless at high rpm. It is then time to glue on the rubber and true the tires.

On 132 builds I use copper tube sleeve to build up the 2mm axles to whatever bore is required for the wheels I am fitting. Most times this is 2.38 or 3 mm . The copper is a soft metal and will deform when the hex nut is tightened and result in wheels that don't slip on the axle at all.

Conclusion

So that is about it. I have built about 30 of these chassis and they work very well. Good enough that I don't look elsewhere and they are very inexpensive to build. The most expensive component of the build is the wheels when using aluminum machined wheels. Not in the same league as those beautiful brass wire chassis builds I have seen, but good enough for most home tracks

I believe proxy racing is something that gives purpose to our hobby and builds. My hope is that by sharing this technique I can one day host a Gift card chassis proxy event using this chassis and FF030 motors as a base. I have recently entered a couple of these chassis in a 132 scale proxy, and it will be interesting to see how they hold up and perform at this level.





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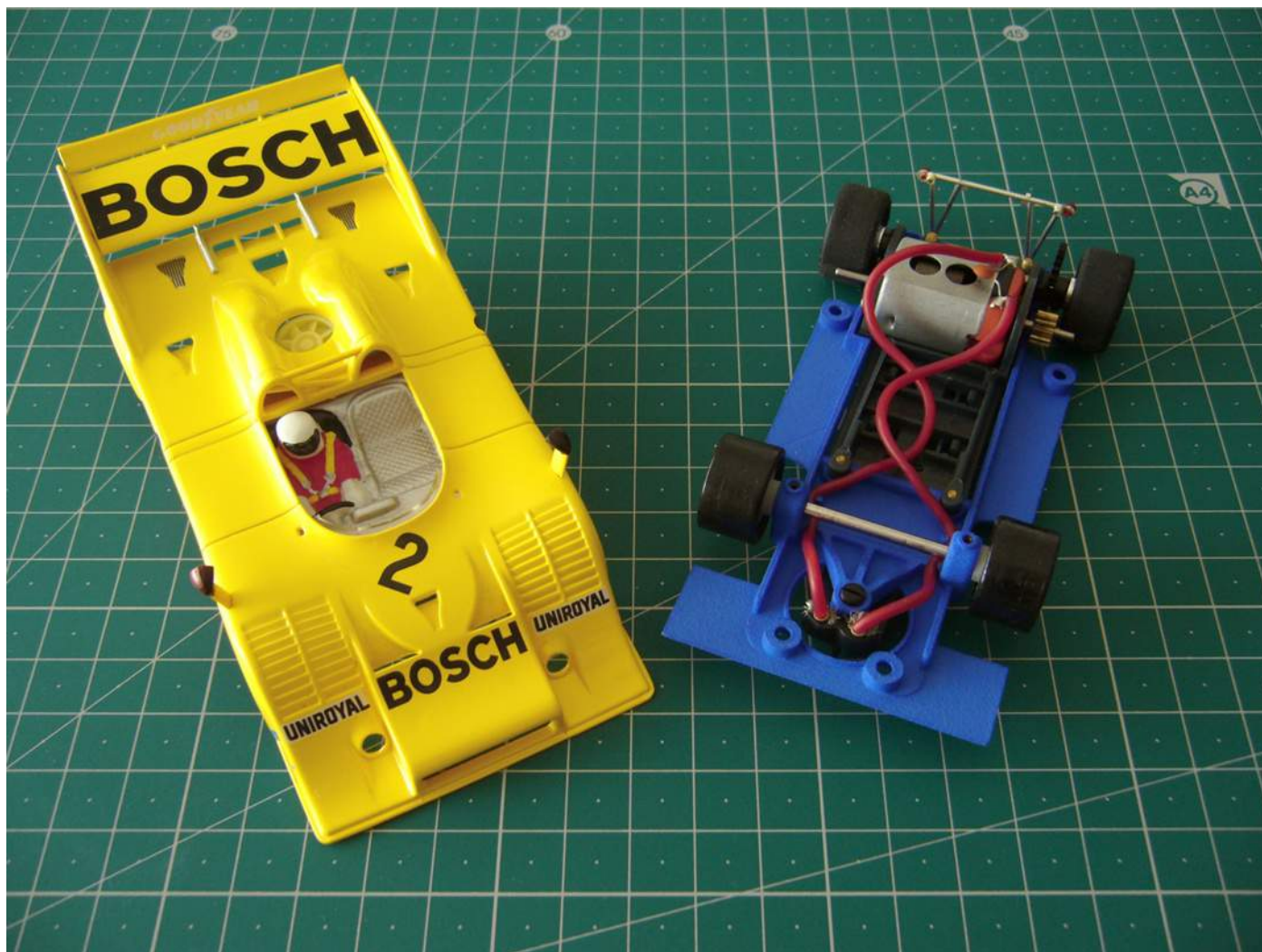


So you bought a Slot.it McLaren M8D and you can't find a running mate other than a similar car? What if it wasn't that way? What if you could bring a Fly Porsche 917/10 into the mix? Maybe you can...

Olifer Performance Slot Car Parts designs chassis and motor mounts compatible with the standard components but 3D printed in Nylon using SLS technology. Their chassis fit cars from 70's touring cars to modern LMP, each one specifically designed to replace the original underpan with little effort. In the 70's sports car range there are chassis for, among others, the SRC Alfa Romeo T33 TT12, MRRC Chaparral 2F, Sloter Lola T280 or Fly Porsche 917/10. It is the later we will be building into a Slot.it threatening machine, and here's how...

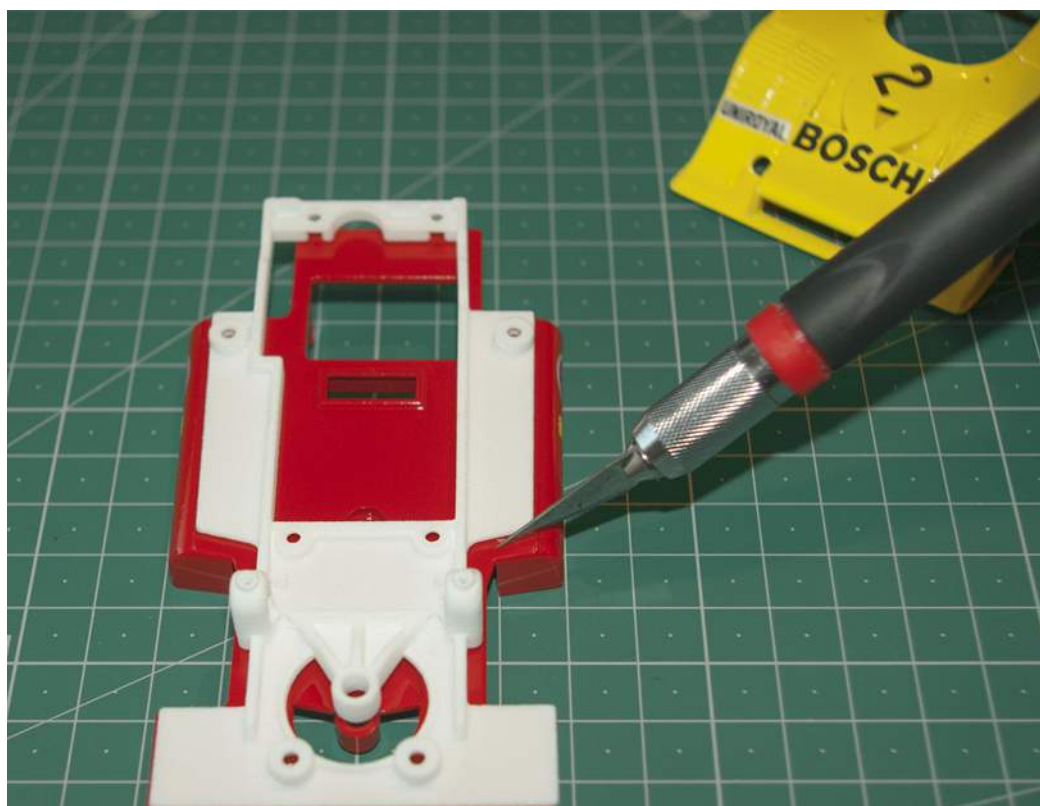
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Preparing the body

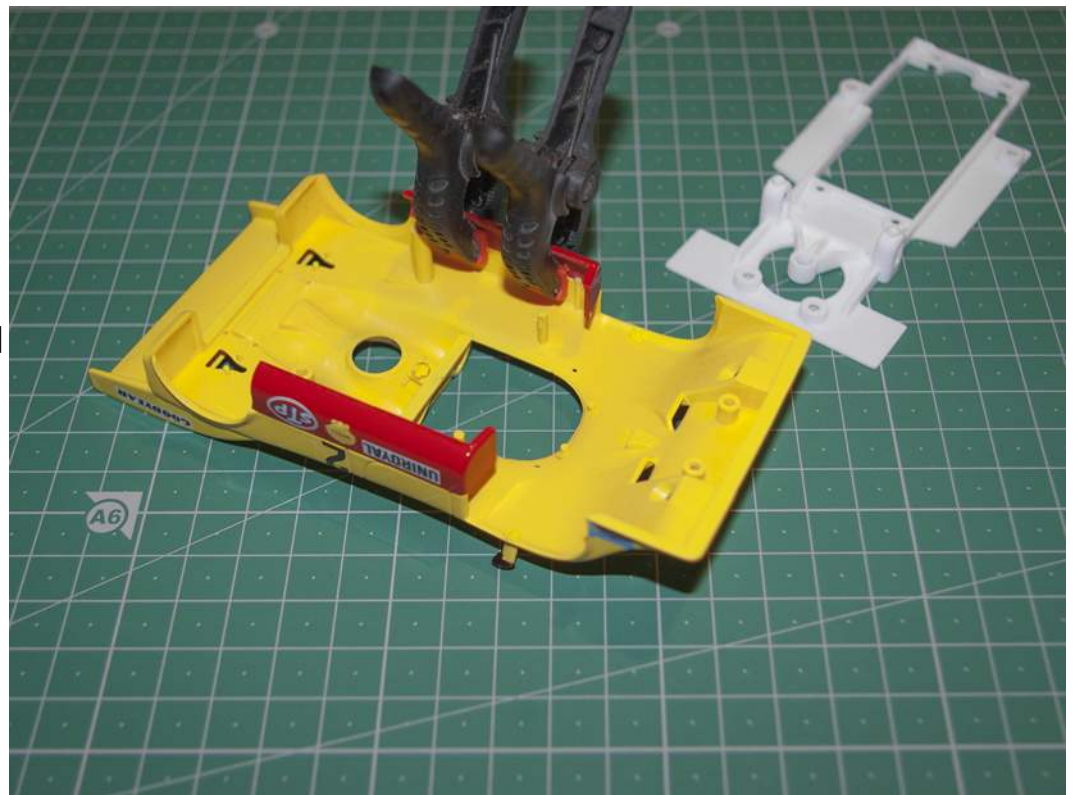
In the original Fly Porsche 917/10, the sidepans are incorporated not into the body, but into the chassis, so the first step in this conversion will be to cut them and glue them where they belong.





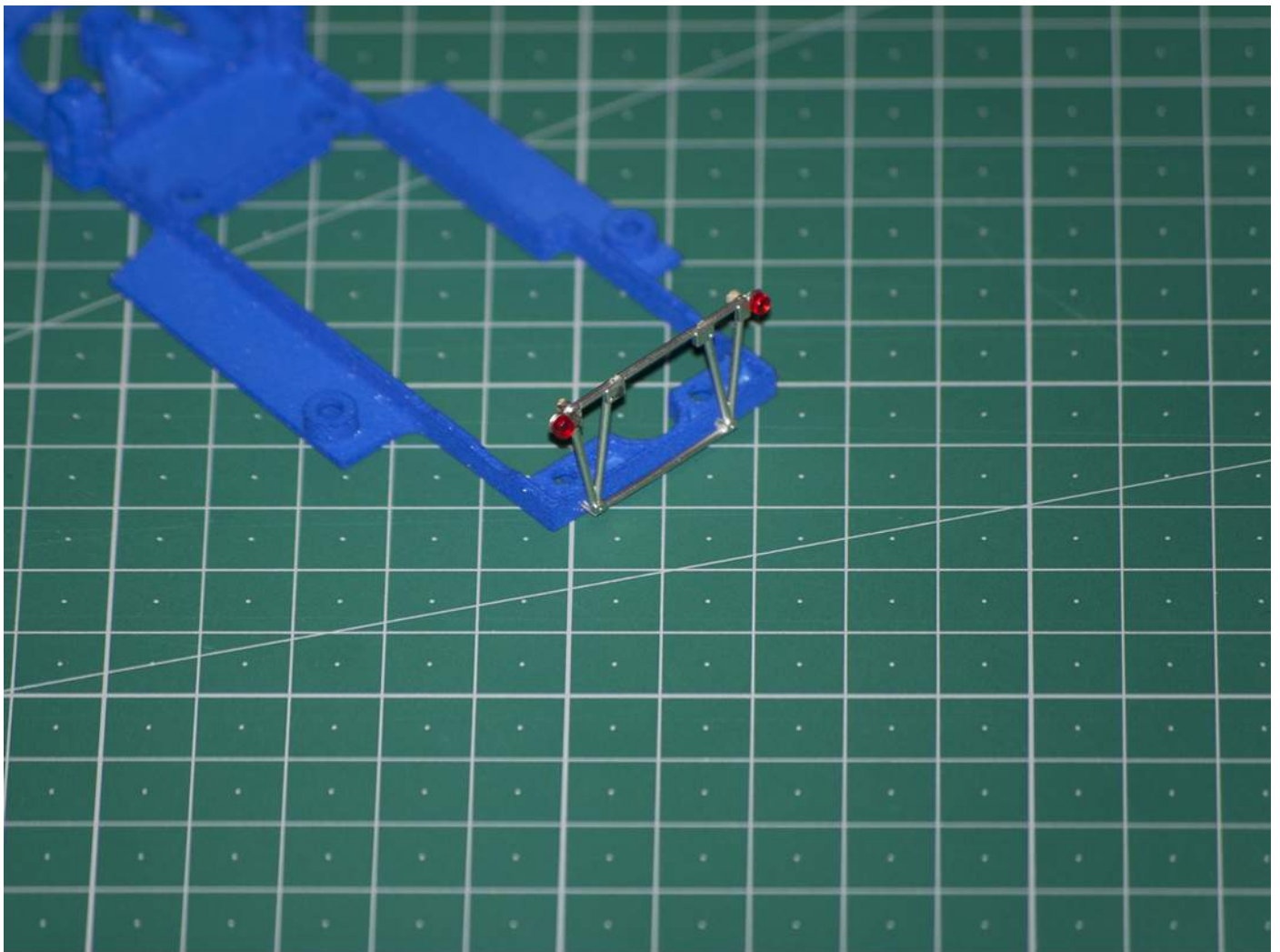
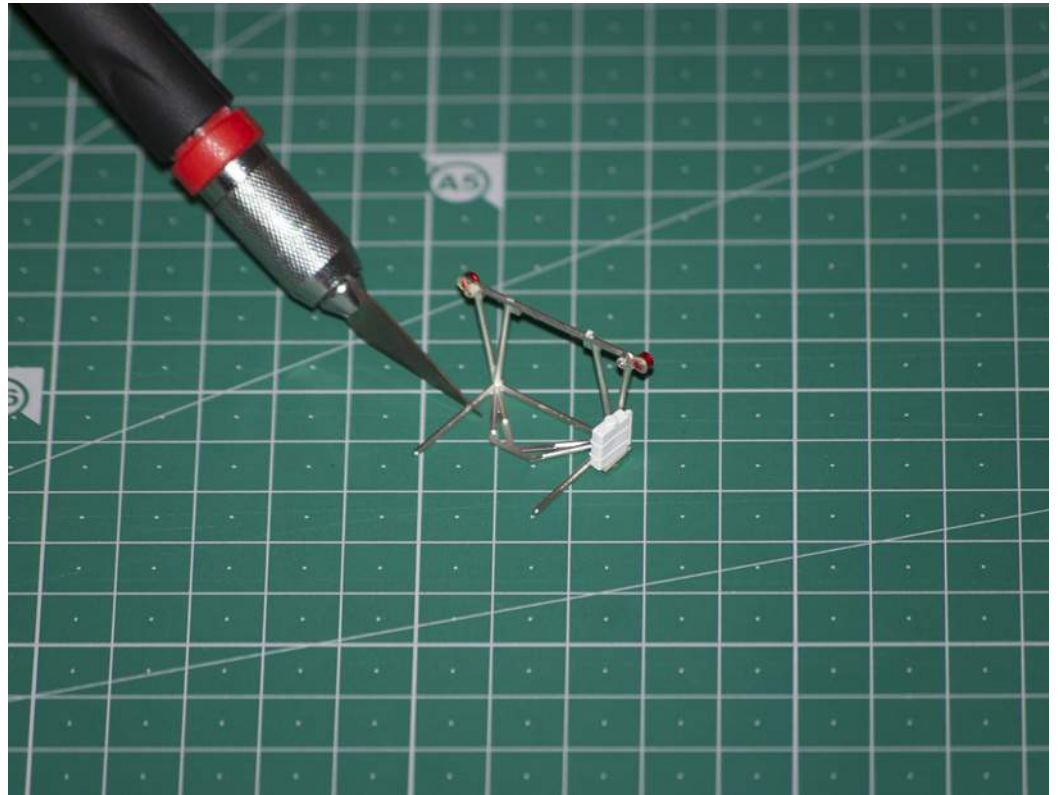
Using the Olifer chassis as a template, we define where to cut the original chassis with a hobby knife. If you have a sharp blade, the chassis material is easy enough to cut through, or you could use a cutting wheel on your rotary tool if you prefer.

After detaching the sidepods from the original chassis, hold them in position and glue them to the body.



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If you want to keep a bit of the original detailing in the back of the car, you can modify the structure that holds the taillights and fit it to the Olifer chassis, where you'll find the necessary holes.

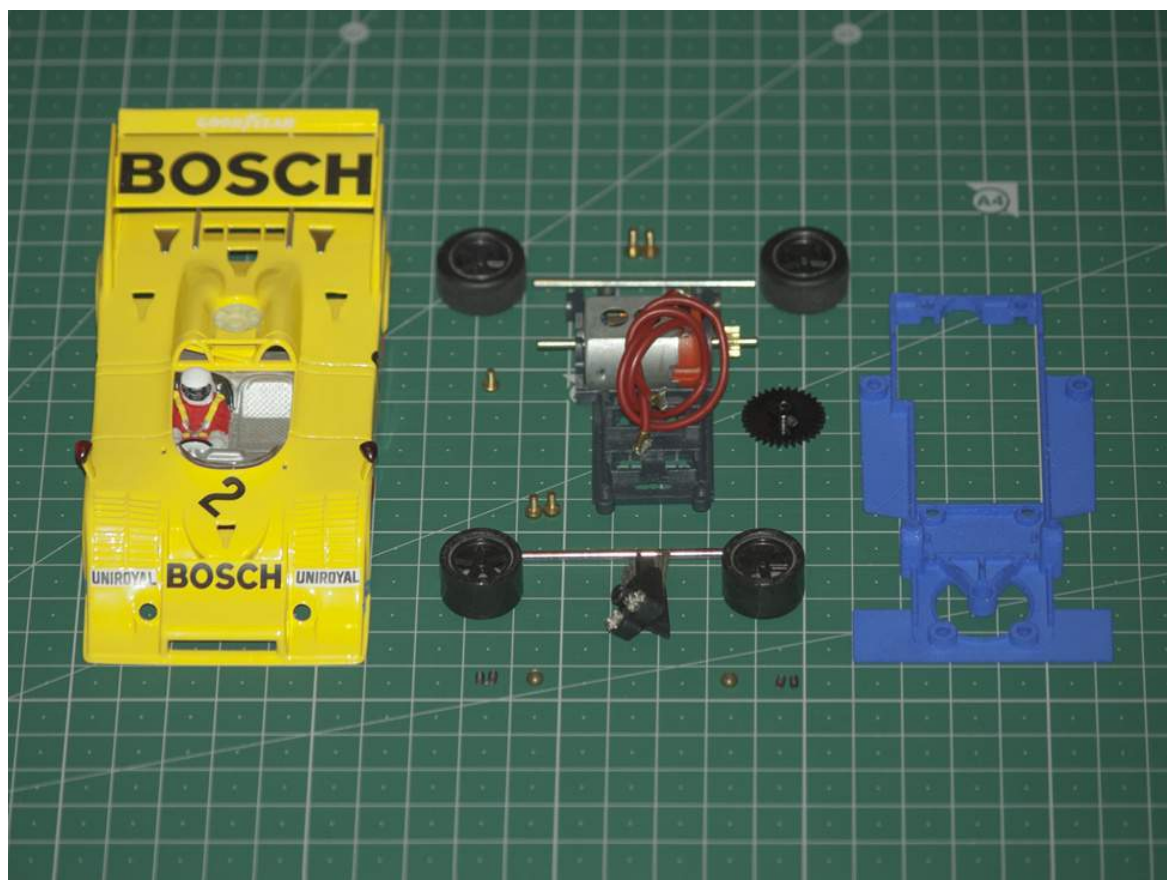




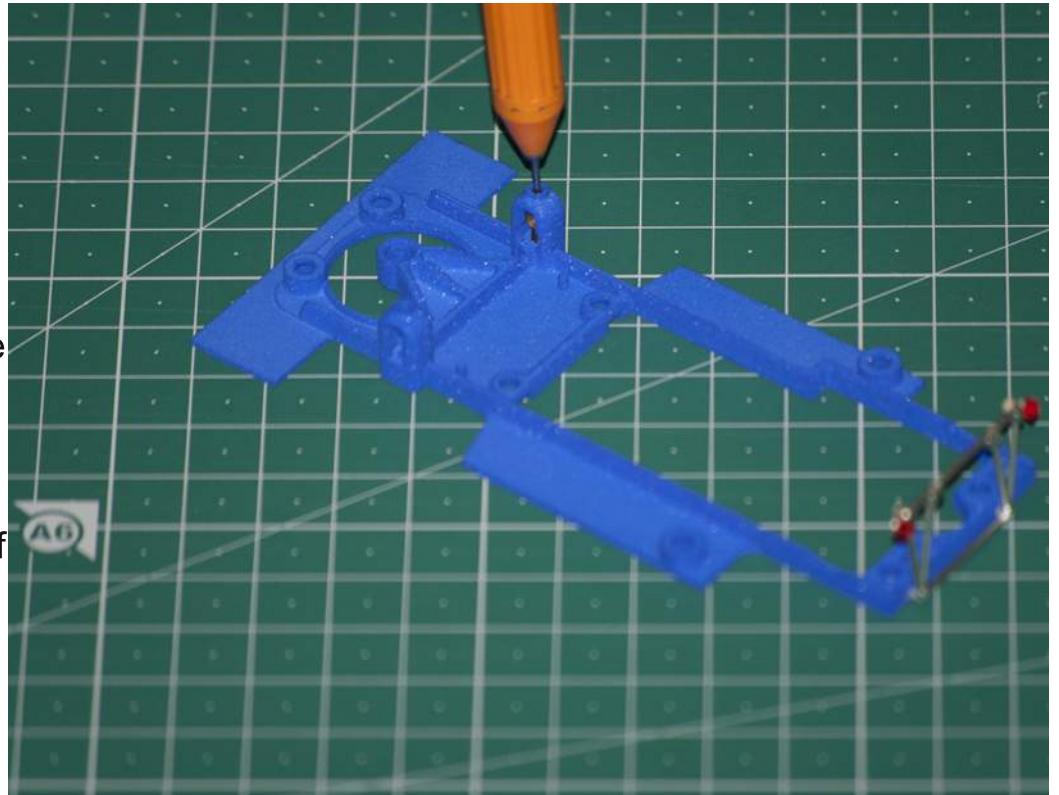
As the original cockpit is too deep you'll have to modify it, so it doesn't interfere with the Slot.it motor mount, or you can just replace it with a vacuum formed lightweight version.

Setting up the chassis

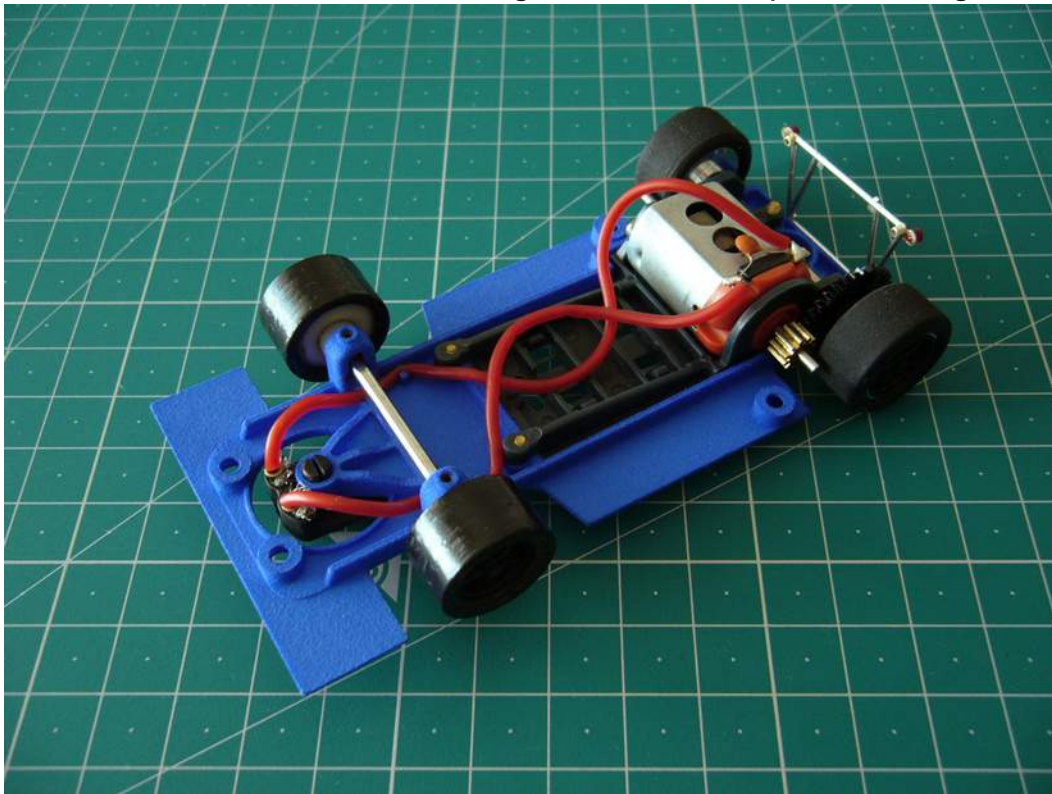
In order to keep the Porsche in pace with other Slot.it offerings, we built it with a similar mechanical configuration, but you have lots of options to choose from as the Olifer chassis is compatible with Slot.it Inline or Sidewinder motor mounts.



The front axle holder allows the use of Slot.it spherical bushings reducing wear on the axle while adjusting the axle height with M2 screws. For bumper tracks, you might want to leave a little of axle play.

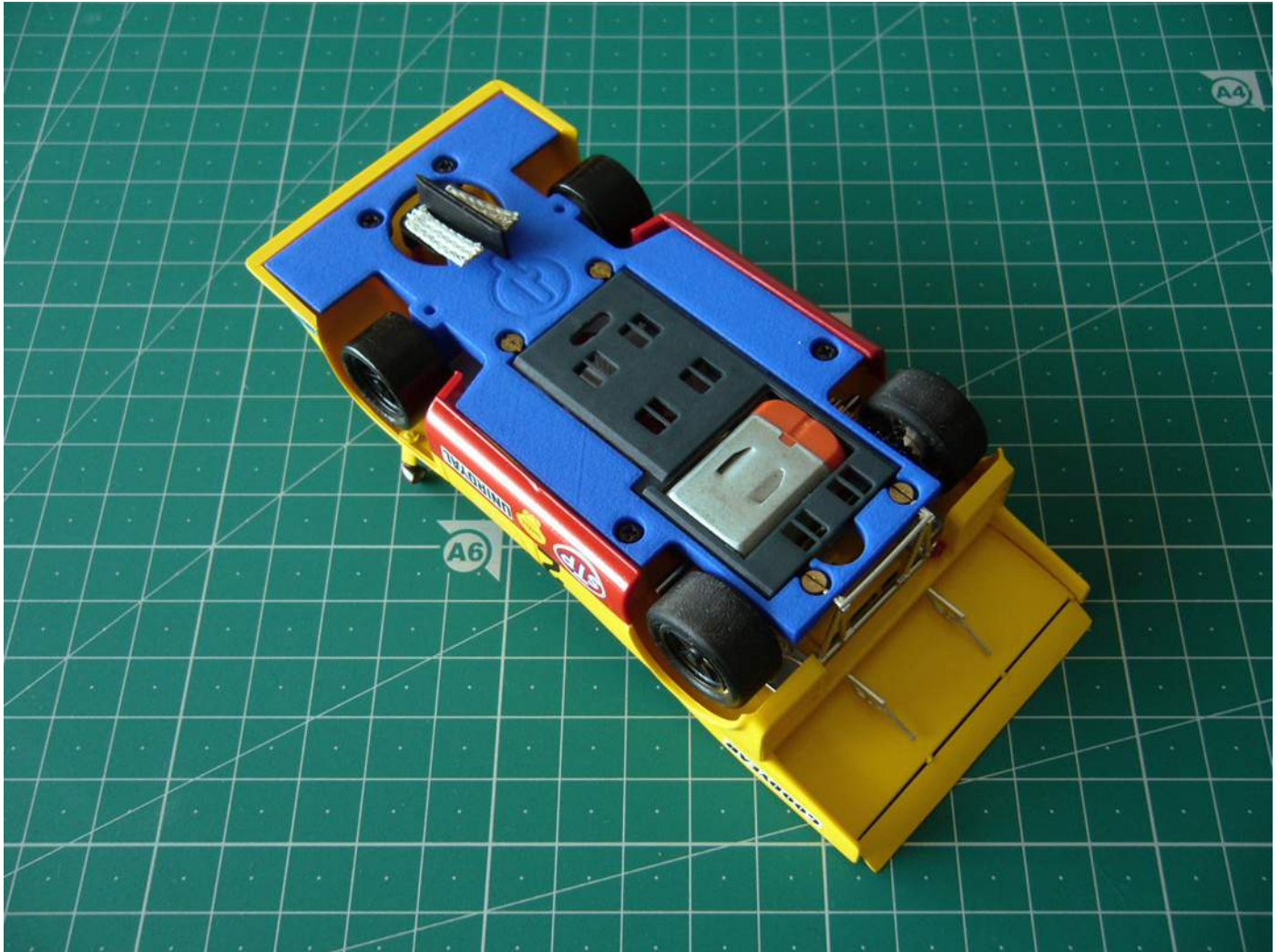


This setup includes the sidewinder offset 0.5mm motor mount so that the car sits low on the track, but not too low, and the motor is the standard V12/3 21k included in other classic cars from this range, with similar pinion and gear.



The wheel hubs are 15.8mm in diameter and inserts from NSR Porsche 917 were used to try and stay closer to the original (you could always modify the standard Fly hubs into some nice inserts as well). The standard Slot.it pickup guide was used while the wires are sorted by the cutouts included in the chassis.

This article is meant as a suggestion of build and you should incorporate components that go well in your track such as suspension and specific tyres – you now have a nice base to race your Porsche 917/10!



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Chaparral 2A



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Chaparral 2H



1969 Lola T163

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Lola T163



McLaren M1B



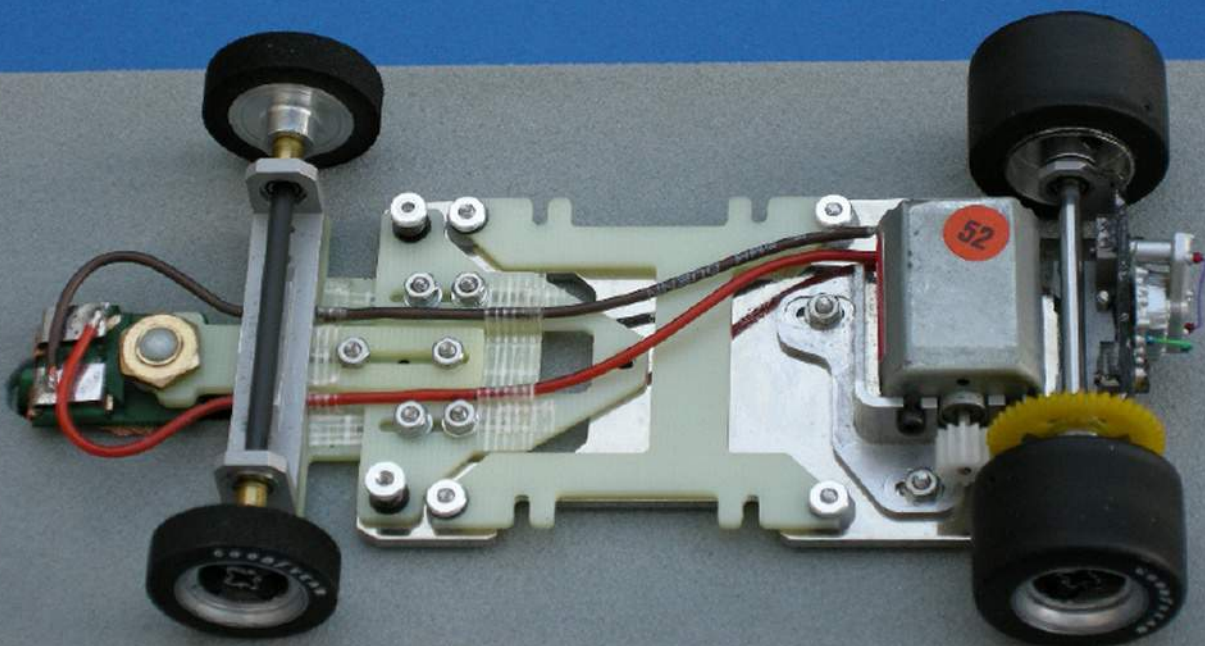
McLaren M1C



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McLaren M6A

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McLaren M6A



McLaren M6B

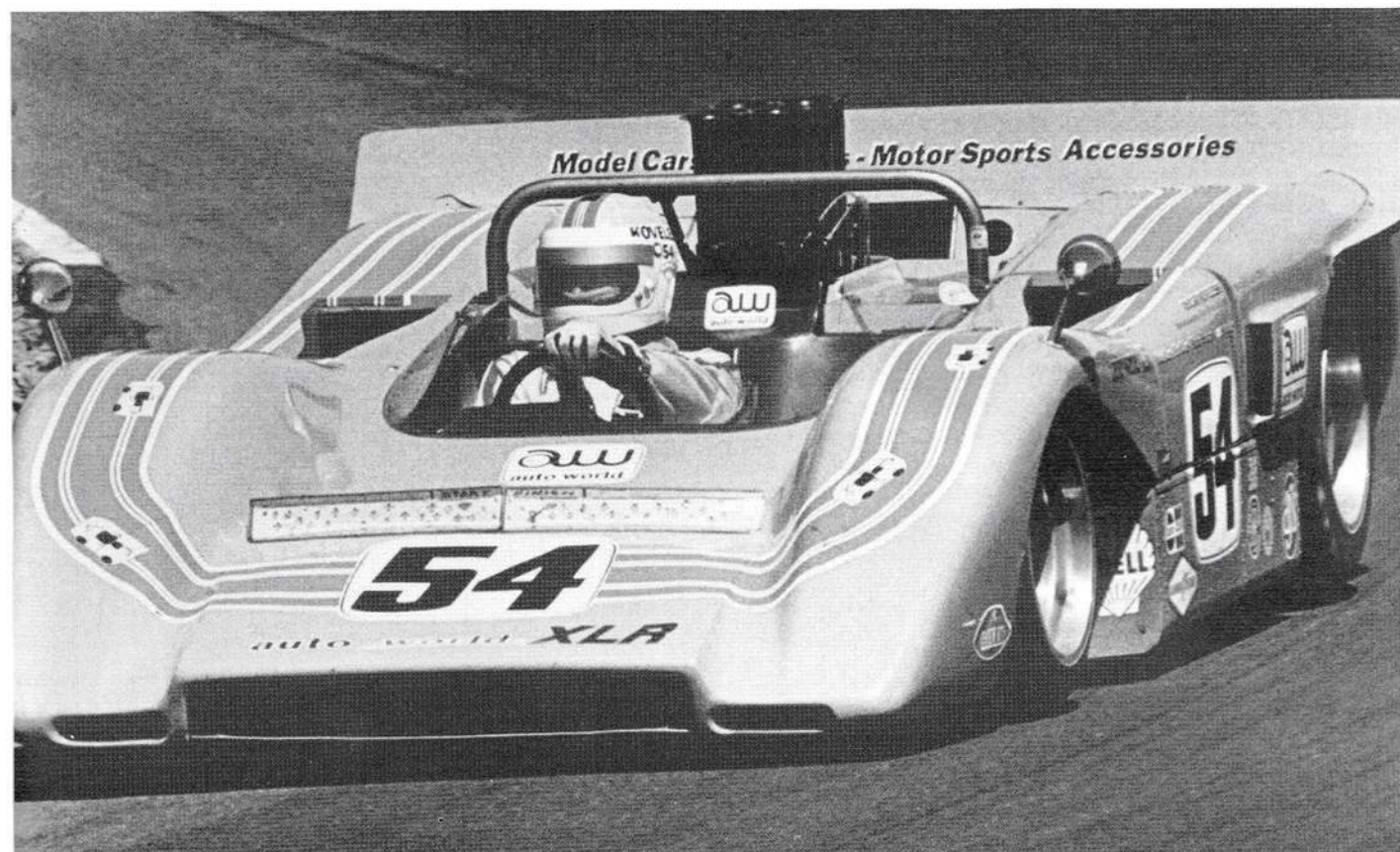
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McLaren M8F



SHADOW DN2

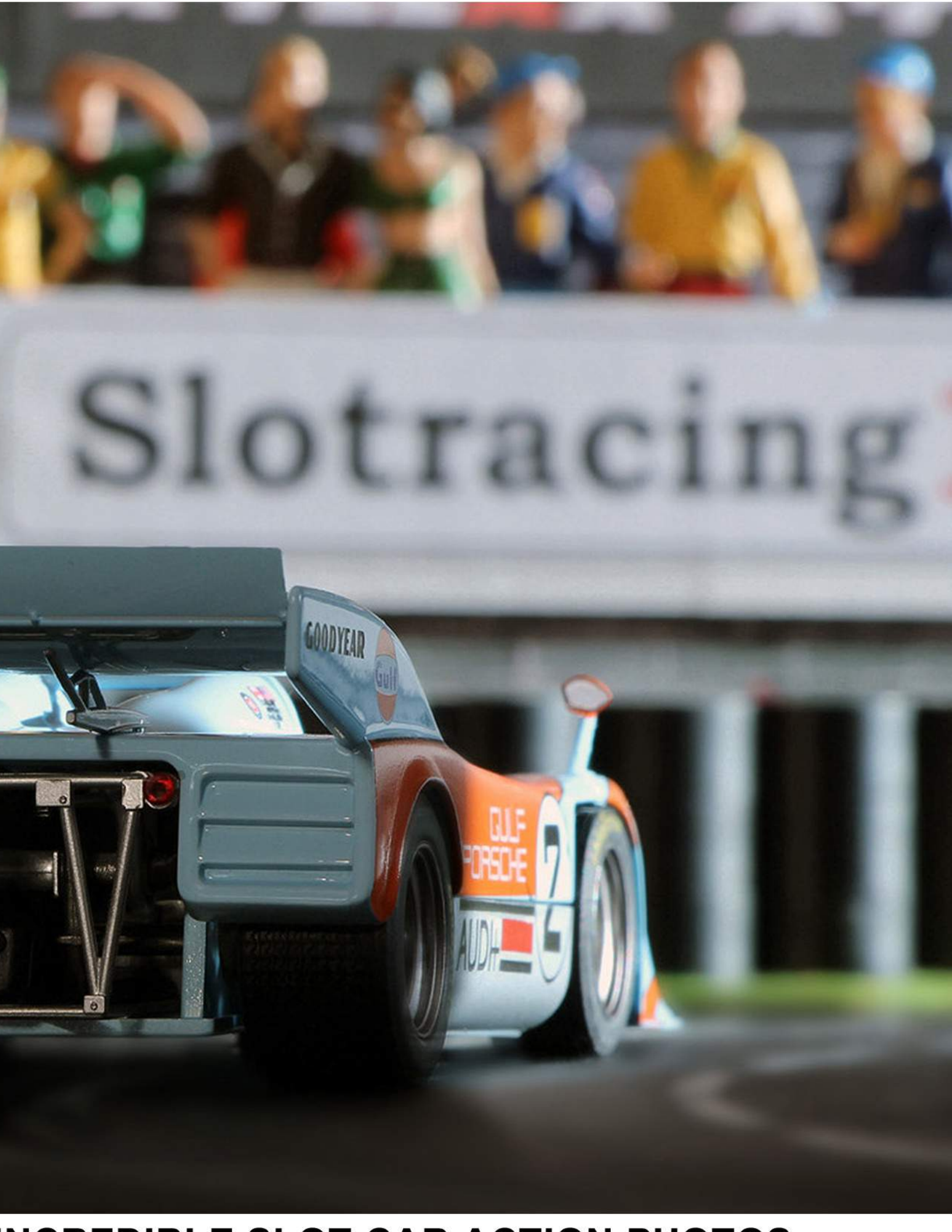


Oscar Koveleski at the wheel of his Autoworld McLaren in Can-Am action at the Glen.



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