

THUNDERSLOT 2017 “LOLA T70” NORTH AMERICA NATIONAL RULES

NOTES:

05/27/17 – Official Release

09/03/17 – Updates & Corrections

09/26/17 – Updates for Spyder, Double Shaft Motor, & Corrections

DATE/TIME:

National Event: 11/05/17

Regional Events: Click on the "Recent/Current Sanctioned Remote Events" menu option on top of this page.

Any shops, clubs or slot car organizations interested in holding a regional event contact Robert Holt by phone (908-397-7886) or e-mail (holtr371@yahoo.com)

ELIGIBLE DRIVERS:

The top 4 finishers in each Thunderslot 2017 “Lola T70” regional event held across N. America not previously qualified are eligible to complete in the N. America Championship race. All drivers that qualify and plan on attending the “National Event” should take note that the following rules will be utilized and enforced.

Modifications to these rules for “Regional Events” such as the use of different tires or other specific parts or rules are permitted with advanced notification given by the race director for the event. ([Click here for a listing of the drivers who have qualified for the Thunderslot 2017 “Lola T70” National Championship to date.](#))

ELIGIBLE CARS:

Only the Thunderslot Lola T70 Mk.3 GT (Coupe) and Mk.3 (Spyder) cars as raced from 1967 thru 1973 in endurance racing, the USRRC, the Can-Am, and the Interseries are permitted. See the attached cars/parts list for the approved car releases, kits, and parts. Kits must be complete with all parts that are supplied with the kit, excepting those changes permitted below. As they are introduced, newly released cars will be reviewed and added to the approved list if eligible. See pictures below for eligible car examples:



Lola T70 Mk.3 GT



Lola T70 Mk.3

GENERAL:

Any modifications or parts not specifically addressed in the series rules or are not listed in the approved cars/parts list are not legal and will not be permitted. If the rules stated on this page do not indicate a part or tuning method IS allowed, it is NOT allowed. Any modifications that are made and/or tuning techniques used are made at the racer's own risk. Any variations to these rules must be approved in advance by GTSLOTS. All rules are subject to change.

THE BODY:

Bodies may not be modified, lightened, or cut in any way - including wheel wells, body posts, interiors, etc. EXCEPTIONS: Sharp edges, burrs, and mold flashing may be trimmed and/or sanded to permit clearance for the proper seating of the body onto the chassis and to allow for body float. No more than .010” of material should be removed where applicable. If a standard credit card can be passed in the gap between the body and chassis, the sanding has exceeded tolerance and the car may fail inspection. All cars including kits must start each race with any and all front and rear spoilers/wings, headlights and/or headlight covers, air scoops, engine intake details, rear body spare tire/exhaust details, miscellaneous body details, and wheel inserts in place as provided with the car. Mirrors, small aerodynamic front trim tabs (winglets), and wheel insert spinners may be missing, but should be replaced when possible. (Note: Coupe and Spyder wheel inserts are interchangeable.) Bodies and interiors may be custom painted, but all cars must have proper numbers and markings as is prototypical and look like race cars of the era represented. Bodies must be attached by any and all screws locations provided by the factory using only Thunderslot screws and the use of Thunderslot M2.5x3mm hexagonal (set) screws to control body float are permitted at the 4 locations provided in the chassis. Shims are permitted to adjust chassis/body/spur gear/tire tweak and clearance. If body screws are run loose, tape should be placed over the screw holes on the bottom of the chassis where possible. All cars must use the complete and unmodified interior w/driver figure as supplied with the car. All windows must remain transparent as is prototypical.

CHASSIS/PODS:

Only Thunderslot chassis and sidewinder pods may be used and may not be modified in any manner. NO TRACTION MAGNETS. Thunderslot standard, spring, or sponge ring type suspensions are permitted using only Thunderslot supplied parts utilizing a minimum of 3 mounting points (1 front point & 2 side and/or rear mounting points). Spacers between motor pod and chassis screw locations to adjust chassis tweak are permitted. Sanding of the edges and interference points of the motor pod and the chassis for fit and float is legal. No more than .010” of material should be removed where applicable. If a standard credit card can be passed in the gap between the chassis pod, the sanding has exceeded tolerance and the car may fail inspection. Mold flashing and the plastic injection/molding ejection/overflow expansion points may be removed (Note: this does not include wire pathway posts). Front axle ride height adjusting set screws utilizing Thunderslot M2.5x3mm hexagonal (set) screws (upper and lower) may be used and adjusted as required. NO other modifications to axle mounts front or rear are permitted.

AXLES\BUSHINGS\WHEELS\TIRES:

Only Thunderslot axles and bushings are permitted. Bushings may be glued in place. Only Thunderslot 14x9mm nylon front wheels and 14.3x10mm aluminum rear wheels are permitted utilizing any Thunderslot Lola T70 inserts. Wheel insert assemblies (inserts with or without spinners) may be painted, and all cars must start each race with all wheel inserts in place. Any manufacture’s axle shims and spacers are permitted. All rear tires are to be supplied by race host (Regional) or GTSLOTS (Regional and National) on race day unless otherwise noted.

Approved tires are:

“Quick Slicks” tire(s) #TS43XF (.785”x.390”) or #TS44XF (.803”x.390”). Thunderslot front tires only can be used on the front and may be both glued and trued. Front and rear tires may not extend past the body at any point. No chemicals may be used on the tires. Tires are subject to change at the Nationals and due to availability some tire sizes may not be available. Regional hosts can determine tires to be used for their regional race.

GEARING:

Only the Thunderslot 11 tooth 7mm (plastic or brass) pinion and 32 tooth 17mm (ratio – 2.91) plastic sidewinder spur gear are to be used. Driver may apply grease to the gears.

GUIDE BLADES/BRAID/ELECTRICAL:

Only the Thunderslot guide blade is allowed and shimming is permitted. The leading edge of the blade may be sanded to profile and to remove sharp points and edges. (Note: it has been found that the angled forward bottom tip of the guide blade has an interference issue on Scalextric track due to hitting the pickup rail support tabs used to hold the rails in place. It is recommended for racing on Scalextric track that the leading edge of the blade should be profiled straight up and down.) Any manufacture's braid and wire can be used; must be attached to the guide/braid through the use of any manufacture's eyelets, or bare (or tinned) wire; and held in place using the M2.5mm set screws system built in to the guide blade. (Note: the lead wires may be crimped or soldered directly to the eyelets only and may not be glued or soldered to the braid.)

CAR SPECIFIC ALLOWED MODIFICATIONS:

In order to foster competition and create parity between the different models of the Thunderslot "Lola T70" cars, the following approved modifications are being permitted on a car by car basis (Note: all modifications should be made in a clean and professional manner and not deter from the proper "look" of the car). Any such modifications are made at the racer's own risk:

General (all cars):

- Note: If the Thunderslot Mach21 Double Shaft motor is used, the motor will require approximately 3/32" (.093") of the motor shaft on the can end of the motor removed to clear the gear side rear tire. The endbell side shaft may also be trimmed, however is not required as there is no interference with any part of the car.

Lola T70 Mk.3 GT (Coupe): none required at this time

Lola T70 Mk.3 (Spyder):

- Note: Caution is required with the clearance under the front end of the body (chin & chin spoiler) so as to prevent interference with the track surface. Spacers between the chassis and the front body posts and/or additional attention to the adjustment of the front body screws and the other available adjustment points on the chassis is permitted.

MOTOR:

Regional Events:

Motors to be provided by the race host or racers themselves (Thunderslot 21.5K motor – rated 21.5k rpm @12volts) using Thunderslot 11 tooth 7mm plastic or brass pinions only. It is suggested that the motors of the top 5 finishers be tested at the conclusion of the event to confirm legality with the results (if tested) provided to GTSLOTS along with the event race results. (NOTE: Contact GTSLOT technical contacts shown below for additional information on the testing of motors.)

Nationals:

Only the provided handout (Thunderslot 21.5K motor – rated 21.5k rpm @12volts) motor is legal for the National event and will be supplied by GTSLOTS. Motors will be pre-tested, will be supplied with the shafts pre-trimmed to properly fit in all cars, will be pre-lubricated, will be marked with an ID code, racers will provide their own pinion gears (Thunderslot 11 tooth 7mm plastic or brass), and must be used as supplied without further modification. (Note: if the Thunderslot Mach21 Double Shaft motor is supplied, Racers will be required to remove approximately 3/32" (.093") of the motor shaft on the can end of the motor to clear the gear side rear tire. The endbell side shaft may also be trimmed, however is not required as there is no interference with any part of the car.) Racers/Tech Inspectors will be responsible for the soldering of the lead wires to the motor tabs without overheating the tabs and causing damage to the motor. No chemicals (example: Voo Doo drops, etc.) shall be added to the motors. For the sole purpose to hold the motor in place, motors may ONLY be attached in place in the motor support using Thunderslot motor screws through the appropriate screw holes provided in the motor support and into the pre-threaded holes in the "can" end of the motor. Racers would

receive their handout motor at a predetermined time at the event, have the opportunity to test/practice with the handout motor before the start of competition, the option to purchase a replacement motor prior to the start of competition, and keep the motor(s) at the conclusion of the event.

WEIGHT:

Weight may be added to the inside of the chassis. NO weight may be attached to the underside of the chassis.

LIGHTING (Optional):

Not permitted.

TRACK VOLTAGE:

Suggested 12 volts (Note: track power will be set at 12 volts for the N. America finals and the GTSLOTS regional races)

RACE PROCEDURES: (as to be used at the N. America finals and GTSLOTS regional events):

- All participating race cars will be inspected to ensure rule compliance. A few test laps (the number to be determined by the race organizer) will be allowed prior to the final inspection.
- It is the responsibility of each participant to make sure that the front spoiler, chassis, and spur gear of their car has sufficient clearance to the track and pickup rail surface so as not to rub under race conditions and will be inspected for such clearance.
- **Loose parts, wheel inserts, etc. may be attached and/or repaired using any type of available glue.**
- Cars will be impounded after the inspection process and drivers cannot touch their cars unless done under “green flag” race conditions under the observation of a race official.
- Any controller is permitted, provided that the controller does not store an electrical charge.
- The race director for the event (the race organizer holding the event) will have the final determination if any questions or conflicts arise.
- Drivers and/or their authorized representatives may repair broken or damaged cars (IE: damaged braids, broken wires, loose gears and/or wheels, lose or missing screws, etc.) during “green flag” conditions, only under the view of a race official assigned by the race director, repairs must be properly performed to meet all posted rules, and parts may not be torn or broken off the car where screws are used to retain the parts (IE: the front spoiler, etc.) to perform the repair.
- For any clarification of the race procedures being used at the National Championship please contact:

Robert Holt by phone (908-397-7886) or e-mail (holtr371@yahoo.com)

Bob Kuss by phone (610-996-0595) or e-mail (lotus74s6@verizon.net)

THUNDERSLOT 2017 “LOLA T70” Approved Cars/Parts List:

Thunderslot Parts Lists:

Approved Cars:

#CA00101S/W – Lola T70 Mk.3 GT – BOAC 500 Brands Hatch '67 – red
#CA00102S/W – Lola T70 Mk.3 GT – BOAC 500 Brands Hatch '68 – yellow
#CA00103S/W – Lola T70 Mk.3 GT – Daytona 24 Hour '69 – royal blue
#CA001KS/W – Lola T70 Mk.3 GT – Complete Car Kit – unpainted
#CA00201S/W – Lola T70 Mk.3 Can-Am – Bridgehampton '66 – dark blue/white
#CA00202S/W – Lola T70 Mk.3 Can-Am – Laguna Seca '67 – white/red
#CA002KS/W – Lola T70 Mk.3 Can-Am – Complete Car Kit – unpainted

Approved Body and Body Parts Kits:

#BOK001 – Lola T70 Mk.3 GT – Complete Body Kit – unpainted
#BOK002 – Lola T70 Mk.3 Can-Am – Complete Body Kit – unpainted
#COK001 – Lola T70 Mk.3 GT – Cockpit Kit
#COK002 – Lola T70 Mk.3 Can-Am – Cockpit Kit
#ENK001 – Lola T70 Mk.3 GT – Engine, Exhaust, and Spare Tire Kit
#ENK002 – Lola T70 Mk.3 Can-Am – Engine & Exhaust Kit
#HWK001 – Lola T70 Mk.3 GT – Windows and Head Lights Kit
#HWK001 – Lola T70 Mk.3 Can-Am – Windows and Head Lights Kit

Approved Chassis:

#CHS001B – Lola T70 Mk.3 – Standard Chassis – black
#CHS001G – Lola T70 Mk.3 – Hard Chassis – gray
#CHS001S – Lola T70 Mk.3 – Stiff Chassis – dark gray

Approved Motor Supports and Suspension Kits:

#MTS001B – Lola T70 Mk.3 – Standard Motor Support – black
#MTS001G – Lola T70 Mk.3 – Hard Motor Support – gray
#MTS001S – Lola T70 Mk.3 – Stiff Motor Support – dark gray
#FIXK001 – Lola T70 Mk.3 – Complete Standard Motor Mount Hardware Kit
#SUSK003 – Lola T70 MK.3 – Complete Spring Suspension Hardware Kit
#SUSK004 – Lola T70 MK.3 – Complete Sponge Suspension Hardware Kit
#SUSK005 – Lola T70 MK.3 – Spare Sponge Rings Set for suspension

Approved Gears:

#GE32SWP – 32t 17mm Plastic Spur Gear
#PN11BR – 11T 7mm Brass Pinion
#PN11PL – 11T 7mm Plastic Pinion

Approved Guide & Wiring Parts:

#GU001 – Guide Flag with screw (2x8mm)
#EYE001 – Eyelet Set (10 pcs.)
#BRA001CO – Copper Braid (1m)
#BRA002CO – Copper Braid (10 pcs.)
#BRA002SIL – Tin Plated Braid (1m)
#BRA003SIL – Tin Plated Braid (10 pcs.)
#LW001 – Silicon Lead Wire (1m)
#CLW001 – Silicon Lead Wire w/eyelets (10 pcs.)

Approved Miscellaneous Parts:

#AXL001 – Steel Axle – 2.38x49mm
#BB001B – Bronze Bushing

#MTMACH21 – Motor – 21.5k RPM/175 g/cm

#MTMACH21DS – Motor – 21.5k RPM/175 g/cm – Double Shaft

#WAS001 – Nylon Spacers – 1mm Thick (10 pcs.)

#WAS002 – Nylon Spacers – 0.5mm Thick (10 pcs.)

#SC2.5HEX – Hexagon (Set) Screws – M2.5x3mm (10 pcs.) – (for front axle & body float adj.)

#SC4.40HEX – Hexagon (Set) Screws – 4/40 (10 pcs.) – (for rear wheels & spur gear)

#SC003X – Cross Head Metric Screws – 2x5mm (10 pcs.) – (for guide blade)

#SC004X – Cross Head Metric Screws – 2x3mm (10 pcs.) – (for motor mounting)

#SCR001TX – Torx T6 Metric Screws – 1.8x8mm (10 pcs.) – (body screws)

#SCR002TX – Torx T6 Metric Screws – 1.8x12mm (10 pcs.) – (suspension screws)

Approved Front Tires:

#TYC001FR – 9x18mm Classic Treaded Front Tires

#TYR003FR – 9x16mm Hard Low Friction Front Tires

Approved Wheels & Inserts:

Front Wheels:

#RMF001PL – 14x9 mm Nylon Light Weight Front Rims

Rear Wheels:

#RM001AL – 14.3x10 mm Aluminum Rear Dbl. Shoulder Rims

Wheel inserts:

#IN001C – Wheel Inserts w/spinners (Coupe)

#IN001S – Wheel Inserts (Spyder)

Other manufacture's approved parts:

Axle, Guide, & Body Spacers:

Any manufacturer's spacers and shims are permitted.

Tires (Rear):

#TS43XF – Quick Slicks Silicone Tires

#TS44XF – Quick Slicks Silicone Tires

Wire, braid, & eyelets:

Any manufacturer's wire, braid, and eyelets are permitted.