

Classic

CA26e

McLaren M8D

1st Can-Am Watkins Glen 1970
#5 - Denny Hulme





REYNOLDS
ALUMINUM

5

McLAREN CARS *Denny Hulme*

GOODYEAR

BOSCH SPARK PLUGS GULF GOODYEAR REYNOLDS ALUMINUM

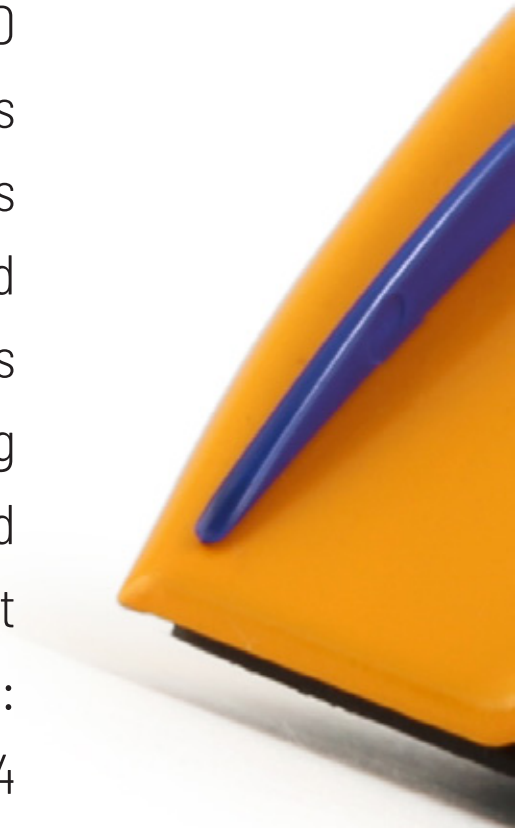
McLaren M8D







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. For the Australian Denny Hulme, Watkins Glen was the first of the many victories (more than half of the races) which led him to win the overall Can-Am 1970 championship.








100th YEAR

5





La M8D era una vettura da corsa prototipo, costruita da McLaren nel 1970 per gareggiare nella Can-Am Challenge Cup. Rispetto alle precedenti McLaren 'M8', la M8D differiva per la maggiore larghezza e per l'alettone, più basso e fissato al telaio, dopo l'abolizione delle ali alte ed installate sulle sospensioni. Il telaio era monoscocca in lamiera d'alluminio e paratie d'acciaio, con motore portante. La carrozzeria era in fibra di vetro. Motore Chevrolet con iniezione Lucas, preparato da George Bolthoff; era un V8 di 7.6 litri, con 680 CV di potenza. Il cambio era lo Hewland LG500, a 4 marce. Le ruote erano di diametro 15 pollici, con larghezza di 11 pollici all'anteriore e 16 al posteriore. Carreggiate: 1575 mm all'anteriore, 1486 al posteriore. Passo: 2387 mm. Larghezza: 1930 mm. Lunghezza: 4166 mm. Il peso complessivo era di 634 kg. 1st Can-Am Watkins Glen 1970. Il Watkins Glen Prix fu la prima di numerose vittorie della stagione Can-Am 1970 per il pilota Australiano Denny Hulme che lo portarono alla vittoria finale del campionato vincendo oltre la metà dei GP disputati quell'anno.



REYNOLDS
ALUMINUM

McLAREN CARS

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Gulf

Castrol

Gulf

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GOODYEAR



BOSCH

REYNOLDS

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McLaren M8D

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 125 mm

 30 mm

 87,3 mm

 62 mm

 62 g

 SIDEWINDER

MOTOR: V12/4 23K

PINION/
GEAR: 11/32

FRONT
RIMS/
TYRES: 15.8x8.2x1.5
1088C1

REAR
RIMS/
TYRES: 15.8x8.2x1.5
1140C1