






McLaren M8D

McLaren M8D

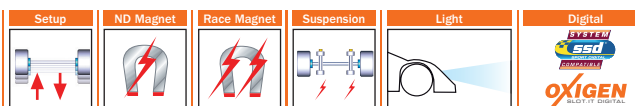
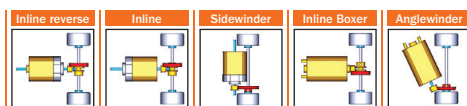
#48 1st Can-Am Mosport 1970

 Dan Gurney



CA26a	
 125mm	 30mm
 73mm	 62mm
 62gr	

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres	Scale
V12/3 21.500 rpm	11/32	15,8x8,2 PT2120C1	15,8x8,2 PT2120C1	1:32



Motor mount	Inline reverse	Inline	Sidewinder	Inline Boxer	Anglewinder	Setup	ND Magnet	Race Magnet	Suspension	Light	Digital
	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.

