


# McLaren M8D

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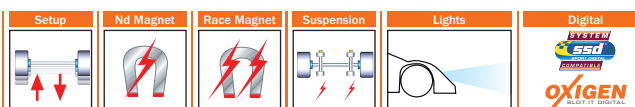
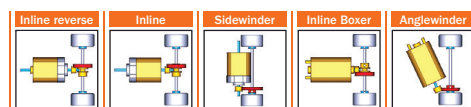
#2 Can-Am Laguna Seca 1971

 Vic Elford



<b>CA26c</b>	<b>Release Date Sep 2014</b>
 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 PT1088C1	15,8x8,2 PT35-dwg1140	<b>1:32</b>



Motor mount	X	X	● [1]	X	X
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●	●	○	○	○	○
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- 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.

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.

