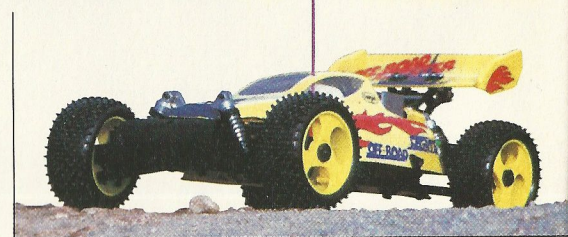


Carsons 1/8th Scale Fighter

An instant Rallycross car
from M-Tronik



I'm new to this Off-Road stuff. I've played with a couple of cars over the years, but they've always disappointed me in the long run because of a lack of performance and I've ended up bored. Usually I've lent them to someone, which reminds me Jamie still has my Viper and it's got some radio in it! Now THAT is important!

So here I am with a Carson 1:8 Off-Road Fighter which is bigger, has a sensible sized engine (3.5 cc) and a tuned pipe, which means that if I run into some rough stuff, it should have the horse power to pull itself out. What else have we got? Oh yes four wheel drive with three diffs, big chunky tyres and adjustable front/rear braking. It's also 90% built when

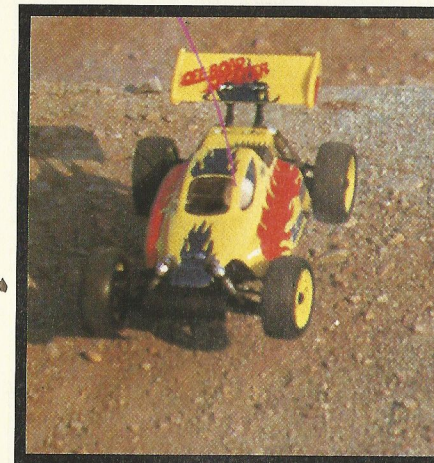
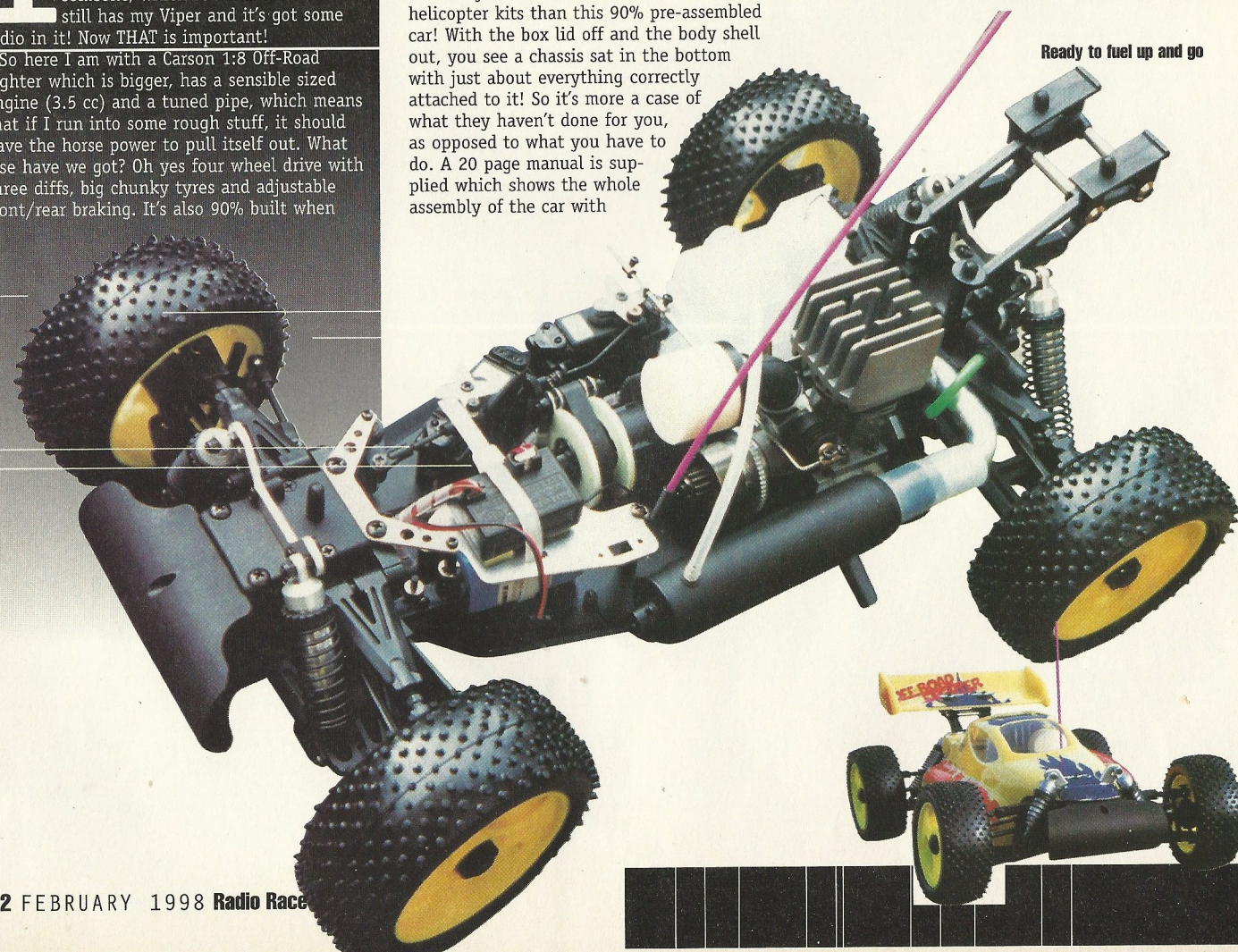
you open the box! For someone like me, who wants to have a go with an off road car that has some punch to it, it seems about right, not too expensive - £270.00 with engine and exhaust, all I have to supply is the radio.

Assembly?

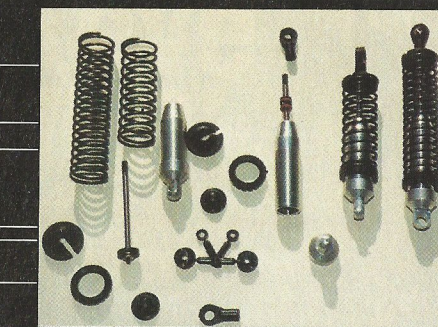
I nearly said build then, I'm more used to helicopter kits than this 90% pre-assembled car! With the box lid off and the body shell out, you see a chassis sat in the bottom with just about everything correctly attached to it! So it's more a case of what they haven't done for you, as opposed to what you have to do. A 20 page manual is supplied which shows the whole assembly of the car with

exploded diagrams, but very little actual building advice. Having said that, it shows where grease and threadlock is required, so anyone with a bit of experience and 'know-how' won't have any problems. I did find that some of the bolt sizes and nuts differed from those supplied in the kit, but it didn't take long to sort

Ready to fuel up and go



The nice shocks in component form and fully assembled.



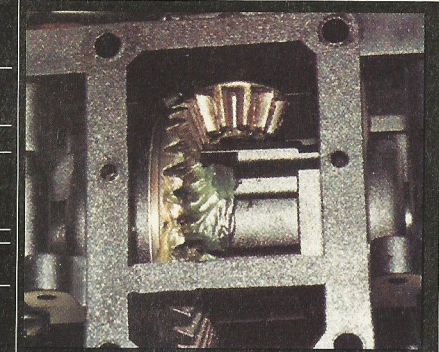
it all out and what was supplied represented some improvements.

The front shock tower was the first bit to be added to the chassis and a look to the next section showed two things, first that the following seven were pre-assembled and second that optional parts are listed. The rear wing and shock parts were then fitted, which again used different hardware...

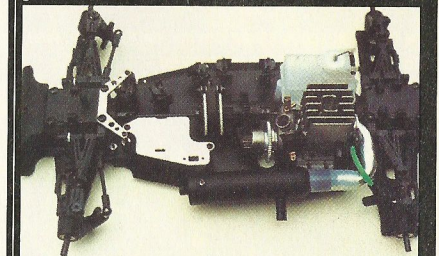
Assembling the shocks was the first bit of real building, and these are great, aluminium

when fitting the holder - otherwise you'll end up with end play in the axle and that's a BAD thing to have. So with the tyres super glued to the rims, the wheel were bolted on and suddenly the Fighter was looking a lot more business like. Setting up the linkages came next, which was pretty straightforward, although a bit of fiddling about would prove to be needed.

A quick coat of paint on the body shell came next and then a fairly lengthy process of cutting and trimming it to fit the car. Quite a bit of trimming was needed to clear the cylinder head and then I found that the fuel tank



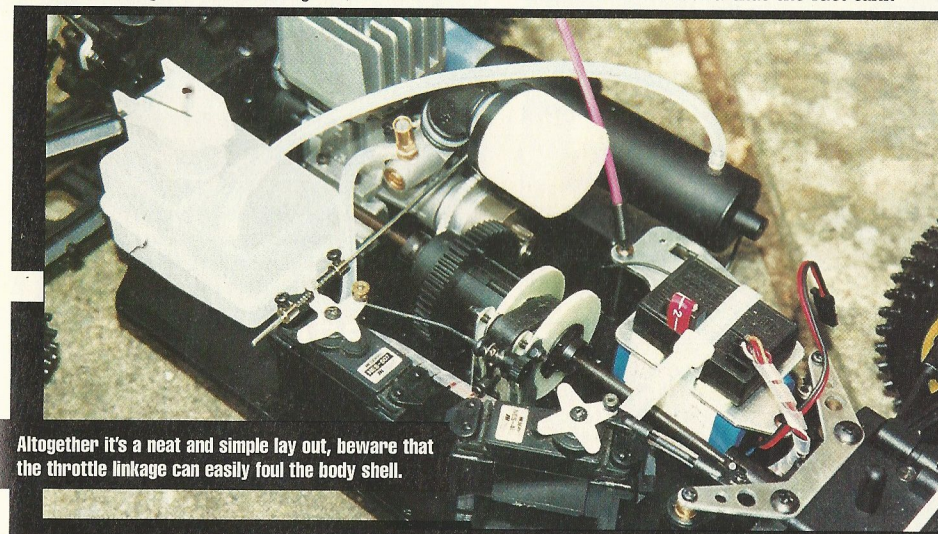
Popping the top off the rear gearbox shows the crown wheel and pinion, nice to see it was greased.



What comes out of the box - 90% pre-assembled.



Adjustable camber using turnbuckles.



Altogether it's a neat and simple lay out, beware that the throttle linkage can easily foul the body shell.

QUICK SPEC

90% Pre-built 1/8th scale IC Rallycross car. 4 WD, twin disk brakes, .21 pull start engine.

Testers Kit
Receiver Nicad: Ripmax 1200 Square pack
Radio: Futaba Attack
Servo: JR4031 Servo
Glowstart: McDaniels 3.5"
Fuel: Irvine contest 20%
Plug: Enya 3

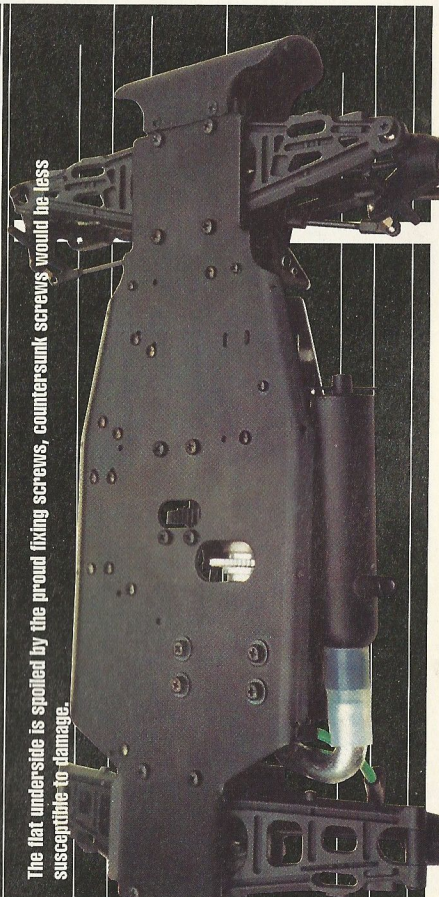
body, twin 'O' ring seals and hardened polished shock shafts with aluminium caps to finish them off.

Installing the radio came next which was a simple matter, as was fitting the ready assembled fuel tank. This left the wheels and tyres where foam rubber inserts were shown, but not supplied, this confused me as I was told I would need the inserts. So some were obtained and fitted. The wheel holders are held to the axle with grub screws onto flats and it's important to push the axle fully through the hub

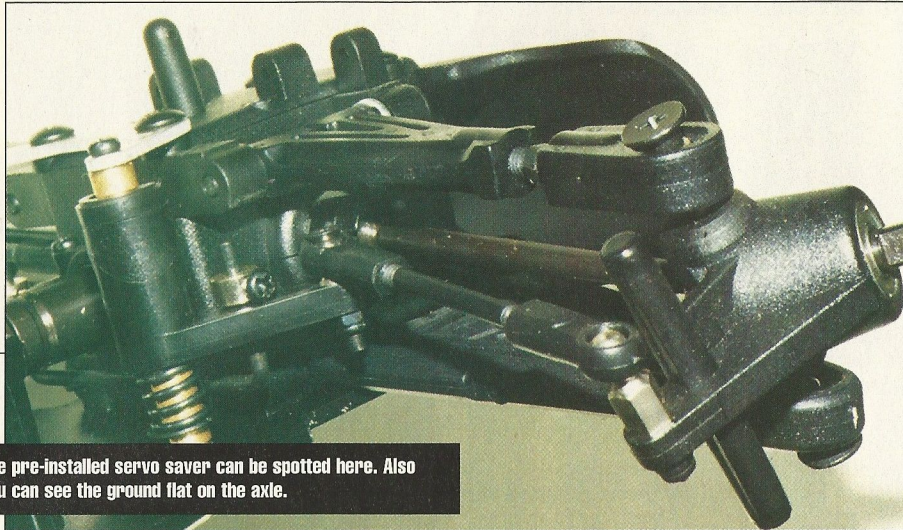
fouled the body as well. Turning the tank round solved that problem, at which point the body cleared everything and all that was needed was a bit more snipping to clear the manifold and exhaust outlet. Last of all was to apply the decals, which I have to say leave a lot to be desired - and that's an understatement! They fit where they touch and are too thick to stretch round the curves, from a distance they look OK but don't look too close!

The important bit

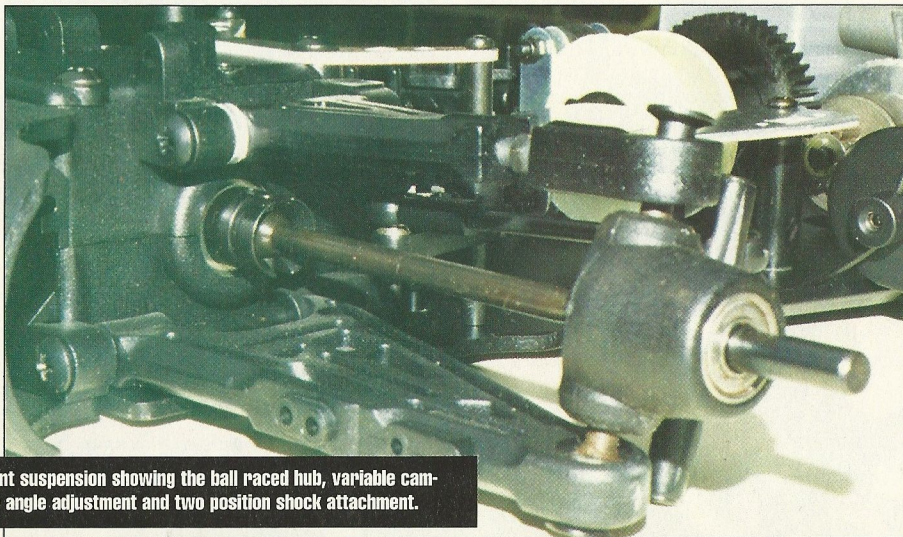
As a newcomer to these cars, but not a novice when it comes to operating glow engines, I have to admit getting a bit frustrated with this engine set-up. So a few hints won't go amiss. First check that the throttle servo link clears the body shell, you may need to off set the servo output arm, in which case the brake linkage will need adjusting to compensate. The next bit of advice is to cut out most of the windscreen and the side screen to allow maximum airflow to the large air filter -



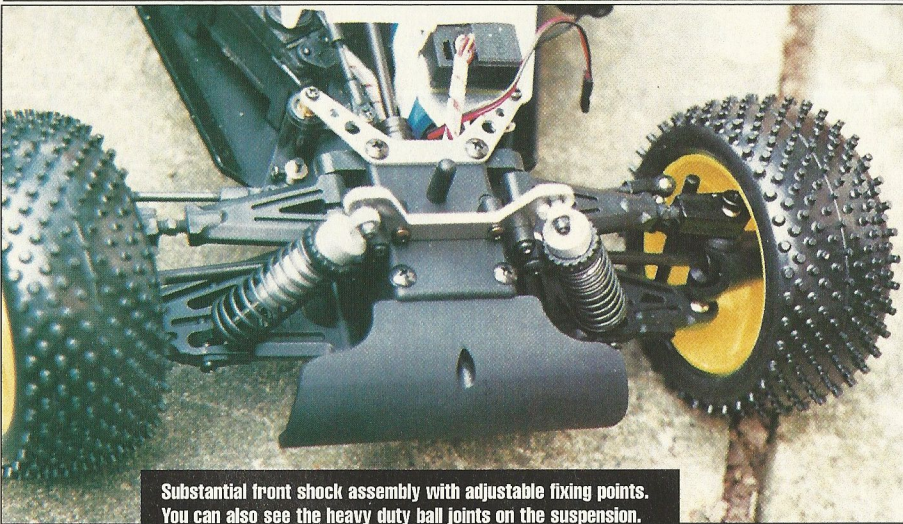
The flat underside is spoiled by the proud fixing screws, countersunk screws would be less susceptible to damage.



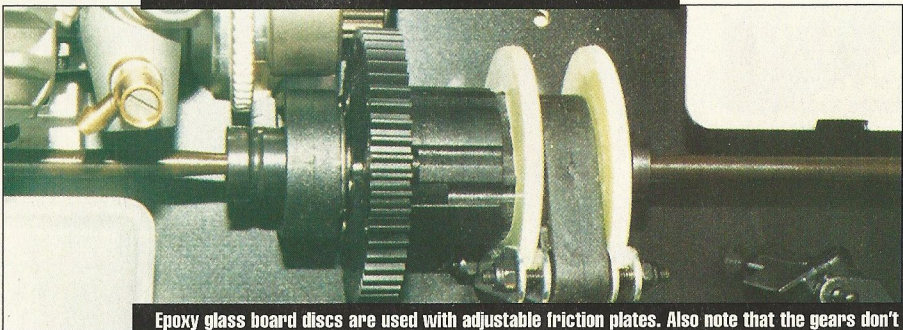
The pre-installed servo saver can be spotted here. Also you can see the ground flat on the axle.



Front suspension showing the ball race hub, variable camber angle adjustment and two position shock attachment.



Substantial front shock assembly with adjustable fixing points. You can also see the heavy duty ball joints on the suspension.



Epoxy glass board discs are used with adjustable friction plates. Also note that the gears don't quite line up - the kit comes with a pull start engine which may have something to do with the misalignment. In practice it hasn't affected the performance.

put the body on, the engine will lean out in style! Cut a hole in the body to allow access to the main needle so you can tune the engine with the body on. Last is, when the engine is running, tuck the starter cord out of the way before you fit the body.

I found the power that this car has is great, it goes like stink compared to others I've played with. On dirt tracks you can have lots of fun with power slides and, if you get it right, you can hang the tail out as well. With the adjustable camber angle there's scope for adjusting the handling to suit different surfaces, although for me at the moment, it's fine. What really surprised me was the performance in the grass, it just powers through it, leaping and bouncing about, but with the four wheel drive, it just keeps on going. The brake is set up with the front biting first just like full size, this is also adjustable and there is plenty of bite so locking the wheels is no problem. The clutch engagement is good, I haven't noticed any problems with good positive engagement and equally important is the disengagement which happens as soon as the revs are down.

Summing up

Altogether the Carson's 1:8 Off-Road Fighter does everything I want it to do, it's great fun, looks mean and to me, a beginner with these models, it has enough performance to learn what they are all about. This also goes for the adjustable suspension geometry, both with the shocks and the camber angle. Value for money? At £275, it seems pretty good to me, I like a lot of the engineering in it which makes it a good compromise between cost and spec. Altogether I'm pleased with it and realise that the other cars I've played with are toys, while this one is the first step into 'big boys' toys!

Upgrades available

- Bevel gears for diffs.
- Ball races on inner hubs.
- Universal joint drive shafts.
- Rear anti-roll bar.
- Aluminium drive gear and centre diff. housing parts.
- Steel clutch bell with needle roller.
- Three shoe clutch system.
- Competition and race engines.

Likes:

- Has everything you need in one package.
- 90% pre-assembled.
- Has ball races where needed.
- Split front/rear braking.
- Four wheel drive.
- Goes like stink!

Dislikes:

- Poor instructions.
- Engine can be a fiddle to get running right.
- Lands nose first!
- Decals next to useless. **RRCI**

