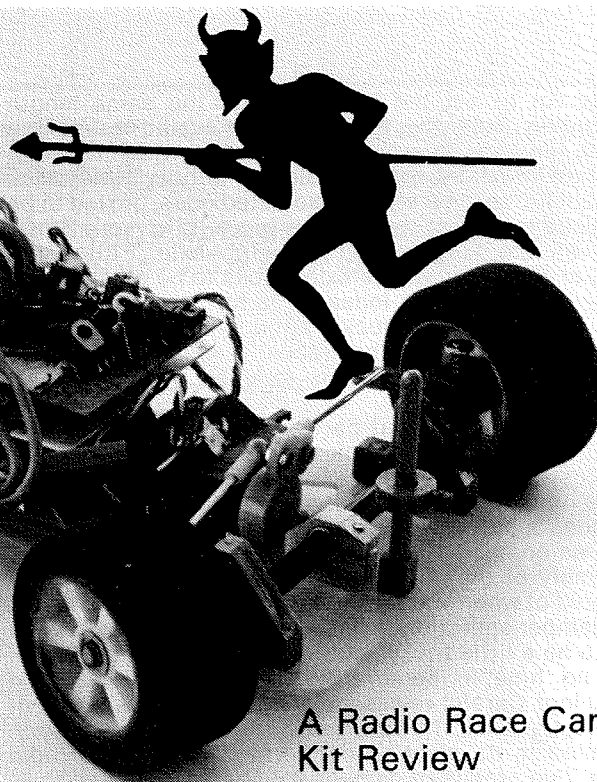


# DEMON MF 1 REVIEW



A Radio Race Car  
Kit Review

The arrival of the Demon car has been keenly anticipated by the 1/12th scale community for a long time, and at last is available from 'good model shops everywhere' after many delays. The car certainly comes with a great deal of testing and modification behind it, as it has been under development since late last year, having been raced by Nick Adams and the rest of the Demon team at all the major meetings this year with impressive results.

## FIRST IMPRESSIONS

The kit comes in a simple plastic bag containing the major items, a small bag of screws etc, and the instructions and diagrams. Also included is a check list of the items that should be in the kit — very useful indeed. My kit proved to be short of one 'C' clip for the stub axles, in any case. The kit builds up into a complete chassis which is basically everything you need except wheels, bearings, differential and of course motor, batteries and radio gear, which most drivers will be able to remove from their present car. The instructions and diagrams are very good and in fact make the usual 'screw A to B' review largely superfluous — but here goes . . .

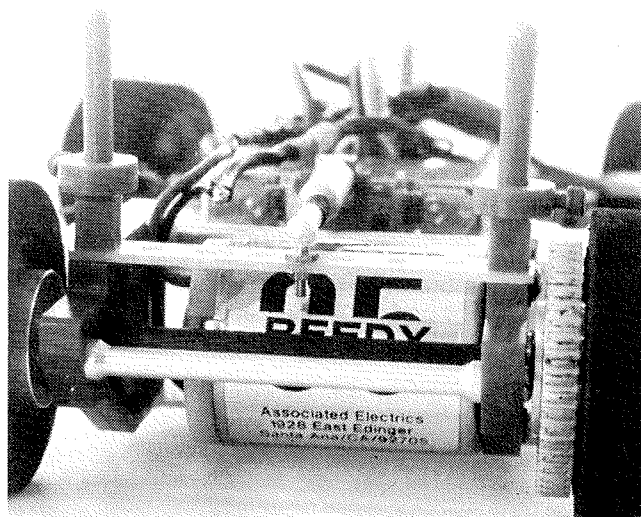
## BUILDING THE CAR

The first thing to say about building the car is that it was pretty painless. All parts fitted as they should, and very few problems were encountered. Most of the places where extra care is needed are detailed in the instructions, and I should imagine that anybody could build this kit quickly and with a fair expectation that the car will work well without much fiddling around.

The rear end consists of two identical plastic motor blocks which are held apart by a pair of alloy rods. The holes in the blocks to take the rods are very tight (as they should be!), and I fitted them by just starting the rods in the holes and using the long fixing screws to 'draw' the rods in, rather than pushing the rods fully home in one go. Care must be taken to ensure the rear end finishes up 'square' before the screws are finally done up, and although not mentioned in the instructions, a length of  $\frac{3}{8}$ " diameter rod would be useful to ensure that the bearing holes are exactly in line. The assembled motor pod is attached to the main chassis

by four screws located at the front of the pod which means the fibre glass chassis does not restrict access to the motor — the motor is intended to be removed from the underneath of the car as the hydraulic damper prevents easy access from the top.

The front end is very similar to the Delta car, with a beam front axle which can be adjusted to give different castor angles (how much the kingpins 'lay back') to tune the car to the track, and springs above the steering blocks to allow a measure of suspension movement. The pins securing the alloy end caps onto the carbon fibre beam protruded slightly which prevented the centre clamp sliding over the end of the beam assembly, but this was soon dealt with using a small needle file. The kingpins are held by small grub screws which pass through the end of the beam, and care is



*The motor is mounted low in the pod to lower the centre of gravity, and can be removed easily from underneath the car. The rear body posts are fitted to the pod, although holes are provided to put them on the radio plate as well. The reason for this change is that it was found that the forward mounted posts caused chassis tweaks under some circumstances.*

called for to set the kingpins with the same length protruding from the beam as this would cause the spring tensions to vary from one side to the other. Surprisingly the front steering blocks, although they look very similar to 'new style' Associated ones, proved to be specially made for the car, having a little more offset between the kingpin and the stub axle. Fitting the popular Schumacher live axles looks to be a job for the really determined, as indeed it is for users of the new Associated steering blocks, although it can be done. I opted to use the usual ball races fitted directly into the wheel hubs with the wheels retained by 'C' clips for now.

Probably the hardest part of building the kit is the assembly of the PB shock absorber, which merits its own instruction sheet. This is quite clear, but as it is the same unit that is supplied for 1/8th scale use, it includes a part (the trunnion) which is not required for the Demon car — it is, however, very handy during the assembly of the damper as it gives you something to get hold of when you are moving the piston rod to check the damper operation. Filling the damper with oil turned out to be a little tricky, as 'three-in-one' penetrating oil lost no time in penetrating the lower oil seal and escaping! Careful re-assembly using a thicker grade of oil did the trick, however, and the damper was soon installed in its pivoting cradle mounted on the radio plate. Two grades of damper springs are supplied to fit the piston rod shaft, the instructions recommending the softer of the two to start with.

The kit was now virtually complete except for the body posts and collars which are provided and these were quickly fitted, as was the Associated differential. Unfortunately, the aluminium boss on the diff fouled the rear motor pod fixing screw necessitating a spacer on the axle — it is a pity that in a kit as well thought out as this one that a spacer was not provided. I just slipped an 'O' ring and a circle of fuse wire (to bear against the inner race of the ball bearing) on the back axle and moved on to the radio installation.

**RADIO INSTALLATION**

No problems here, the recommended positions are given in the instructions, although they do not acknowledge the existence of any type of speed controller other than Demon — not surprising really! In any case I fitted a flat type Laser with no ill effects, the Demon however is actually easier to fit.

**A TEST DRIVE**

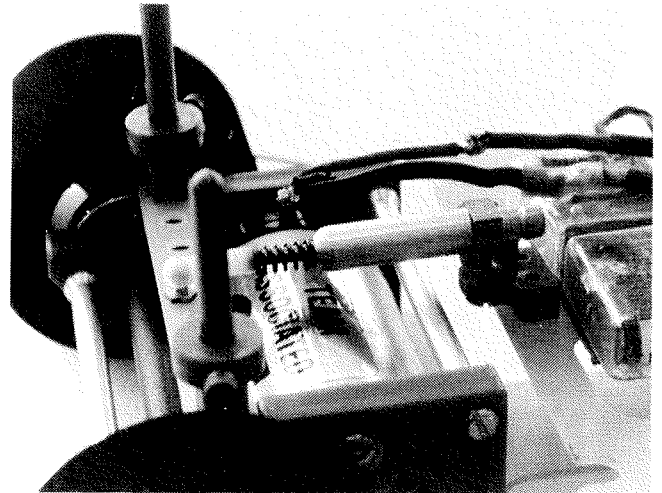
The instructions say 'any standard tyre combination will work...' Hmm. That depends, I suppose on how you define 'standard' and 'work'. I chose Associated softs for the front and Associated kit rears — fairly standard, at least for Associated cars! This proved to be a good starting point as the car was smooth and responsive, declining to lift wheels, turn over or understeer badly. The night it was tested at Ally Pally there were quite a few Demon cars having their first outing and they all seemed to go very well indeed on a wide variety of tyres.



**CRITICISMS**

It is hard to criticise a kit which goes together as well as the Demon, it builds easily into a very lightweight, competitive and perhaps most important of all, proven performer straight from the packet. I am not personally over keen on plastic motor blocks, but the Associated

RC12i and of course the pre-production Demon cars seem to get along just fine with them. The motor itself is mounted a little low in the rear pod (it is the lowest point of the whole car) and when minimum size tyres are used i.e. 48mm diameter, this might be a problem on bumpy tracks. Still, a very few things in this world are perfect and all in all it looks as though the Demon car WAS worth the long wait!



The rear end showing the PB shock absorber attached to the pivoting cradle on the radio plate. The cradle should rotate freely without slop and is designed to avoid side loads on the damper which could cause the piston rod to jam.



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