

After a bit of a boom in 1984/85 when *PB Racing* were importing the Garbo 'Gepard,' and in the hands of Gary Marsden became National Champion, the takeover of the 'Mustang' and 'Siccom' Rallycross cars has overshadowed the return of the Garbo in 'Master III' mode.

Now *Morley Models* are importing the new revised latest specification cars in large enough numbers and with large enough spares back-up to make the car once again popular among the 1/8th scale Rallycross fraternity.

The kit

All mouldings are of excellent quality along with the machined parts, all of these required little if any de-burring or shaping. One excellent point of the kit is that all nuts, bolts and screws are individually parcelled in packets referring to certain stages of construction, this avoids having lost parts and any uncertainty as to which screws go where.

Assembly

The front diff assembly goes together without too much trouble, the instructions for this and the whole kit are very comprehensive with only minor translation errors being apparent in the booklet in the change from Italian to English.

The internals of the diffs are pre-assembled and contain plenty of grease, so there is no real need to take these apart before continuing with assembly. The rear diff caused some concern because of a small problem, or what we thought was a problem at first. The bearing is of larger diameter than that of the pinion therefore the pinion 'flops' about in the bearing, and not until final assembly of the centre diff does it become apparent that when it becomes a complete unit the difference in size is taken up by the centre diff flange. The brake cam and assembly needed some de-burring but when cleaned up seemed to work very efficiently.

Shock absorbers

The shock absorber body is made from aluminium, a brass plug containing the rubber sealing washer screws into the body to give the means to refill the damper, a bleed screw is also incorporated at the top end to allow the removal of air bubbles, the shocks are fitted with progressive springs and have a threaded adjuster on the outside of the shock body.

Wheels and tyres

The front wheels are the standard width 'Garbo' type but are fitted with the 'Paddle' type tyres, these tyres although not often used in the UK have proved themselves abroad and were recently used by the 'Master III' team at the European Championships in Holland.

On the rear the extra wide rims are used in conjunction with the standard 5 x 4 studded plastic tyre, these to fit are to say the least difficult although obviously not impossible.

Engine assembly

The assembly of the engine is quite straightforward, the engine mounts work well and

are simple but clever in design allowing any engine to be fitted. The clutch shoes are of the same standard as the original 'Garbo' type and cause no problem, although no indication is given in the instructions as to how these should be trimmed or as to how the springs should be fitted.

On fitting the steering pivot come servo savers we found that they were of unequal height, thus there was an indifference in the amount of bump steer from left to right, I feel maybe some spacing is required to bring both servo savers on to the same height.

The steering and throttle linkages all come ready made! This is obviously a very good point of the kit as this can be an area in building rallycross cars which can cause trouble. Also all the servo horns are supplied to fit the various available radio control systems.

Setting-up

It must be remembered that this kit is produced mainly for the continental market where the tracks are mainly large and very dusty, therefore to set the car up and for use in the UK where the tracks are mainly grass some changes need to be made.

After a quick call to *Morley Models* the rear adjustable arms arrived and were fitted. We found that these items caused the rear suspension to allow a change from toe-in to toe-out during suspension travel, this could cause handling difficulties but we shall have to see during the running test.

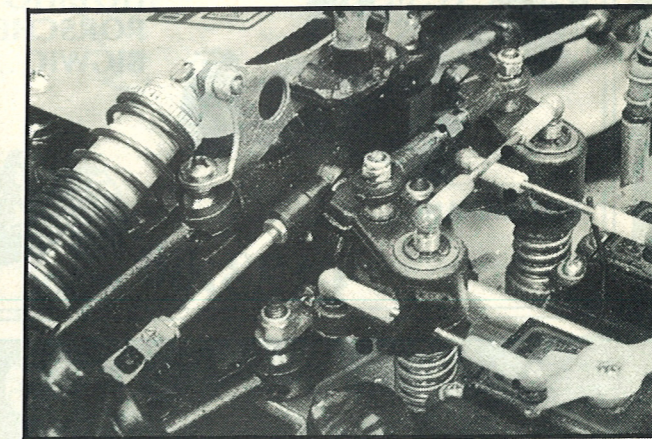
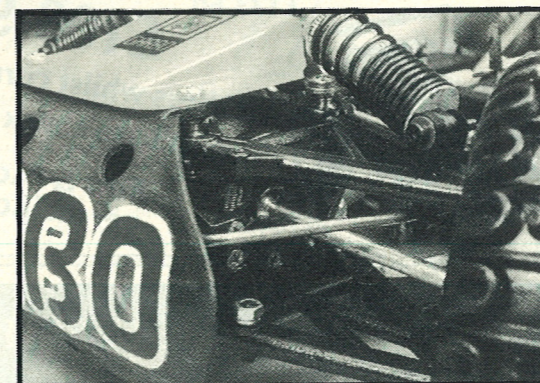
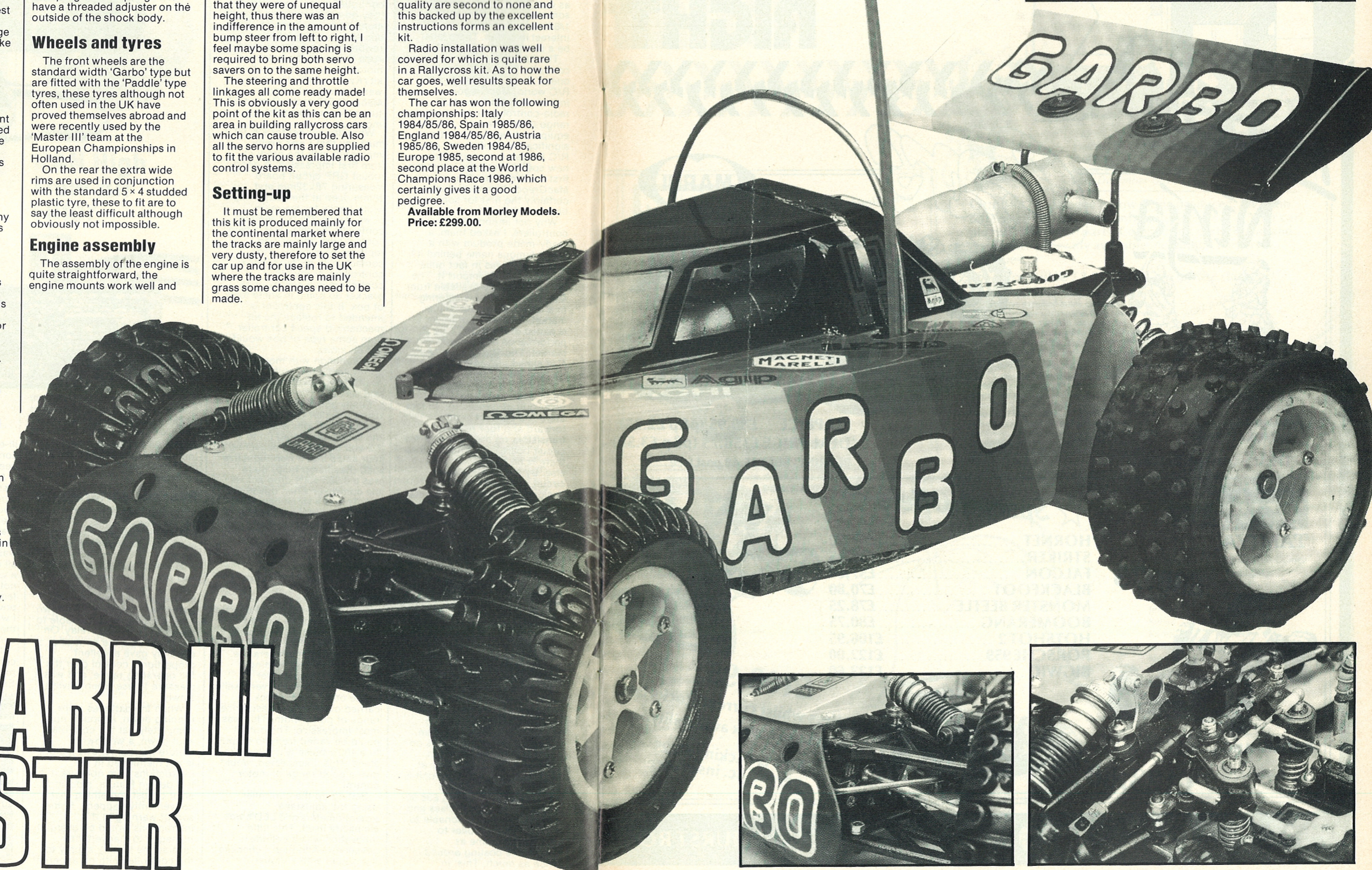
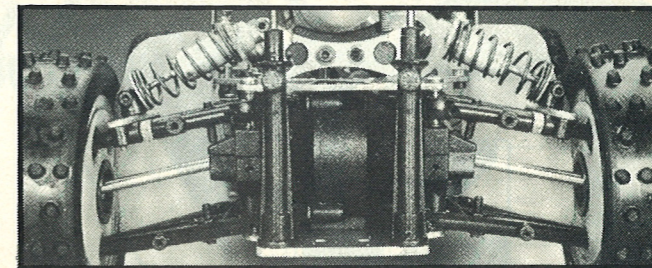
The car has many good points, the mouldings and quality are second to none and this backed up by the excellent instructions forms an excellent kit.

Radio installation was well covered for which is quite rare in a Rallycross kit. As to how the car goes, well results speak for themselves.

The car has won the following championships: Italy 1984/85/86, Spain 1985/86, England 1984/85/86, Austria 1985/86, Sweden 1984/85, Europe 1985, second at 1986, second place at the World Champions Race 1986, which certainly gives it a good pedigree.

**Available from Morley Models.
Price: £299.00.**

Below: the 'Gepard Master III' a long name to go with a long reputation, the new improved kit certainly has some nice features, and results stand for themselves with a finals place in the recent Euro-Champs held in Velp, Holland.



GEPARD III MASTER