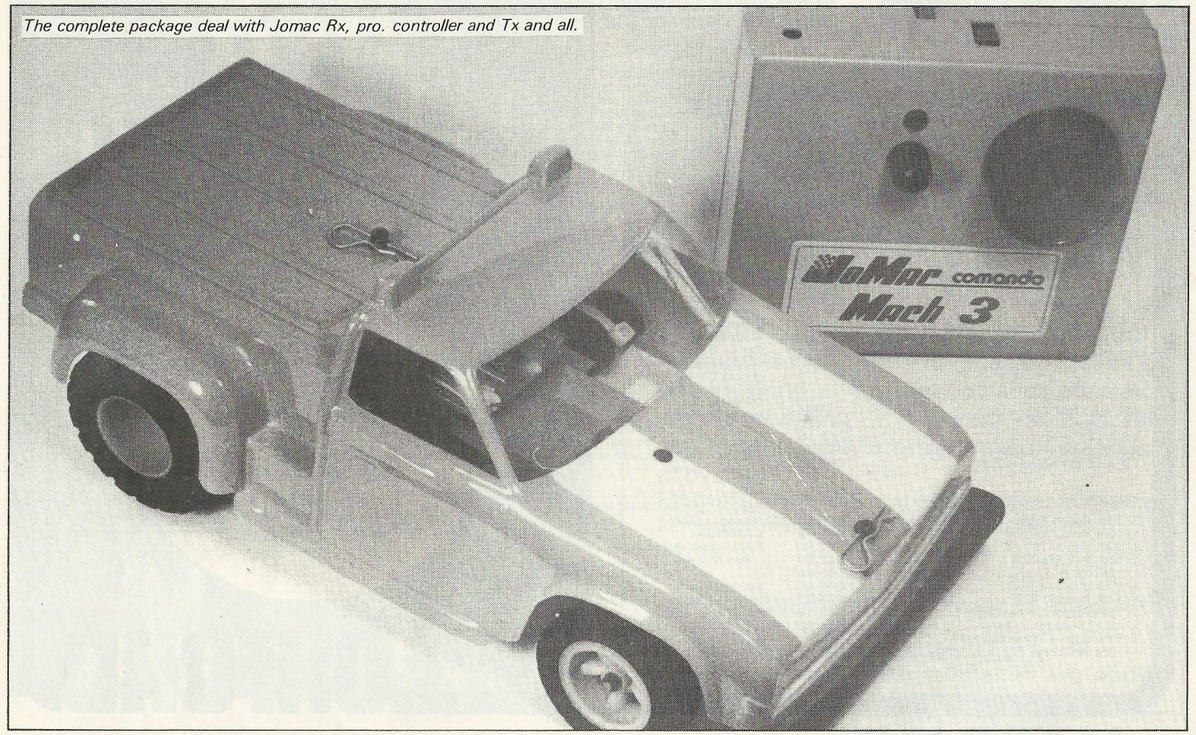



*The complete package deal with Jomac Rx, pro. controller and Tx and all.*

# DATSUN ATV PICK UP BAJA

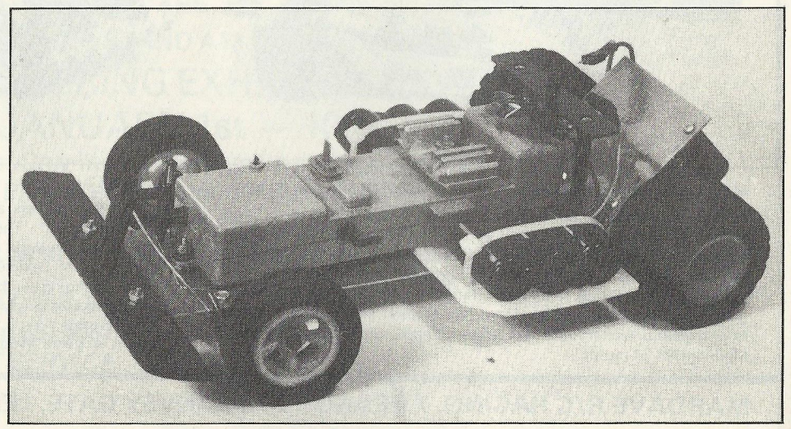
THE MRP DATSUN ATV Pickup comes in a variety of modes. The rich and lazy can acquire the truck completely finished with radio gear installed, painted body — the lot — only needing a quick charge to be on the road. Other options include these features in kit form going down the line to what is euphemistically called a 'semi-kit'. This is what I have here to build. It is really no more than a rolling chassis but is adequate for an introduction to off road vehicles. Scale by the way is 1/12th so it is perfectly raceable in any company.

The kit comprises chassis in alloy bent to shape and suitably drilled; radio plate drilled to take ni-cads and attachment to chassis, body mounts suitable 05 motor, gears, plummer blocks, steering assembly and front bumper plus wheels ready glued and trued, and unpainted Lexan bodyshell. Builder must provide ni-cads (cable ties are supplied) and the usual radio gear. So it is not really so far short of a complete kit after all — just the sumptuousness of alternatives makes the offering look small!

I mention the chassis is bent to shape; it is. This may be a new slant to some. Rear is sharply bent up at about 45° to the ground level. Plummer blocks for motor and motor are attached to the underside of this bent up part. Idea of course is to raise the motor up out of harm's way (wet?) and help give more ground clearance. Steering unit at the front — you've guessed — is attached to the underside of chassis for the same reason. Front end of chassis is also bent up a few degrees but small stout front bumper is attached on top of this. A well drawn exploded diagram should make this perfectly clear.

Wheels and tyres are a delight! Fronts have deep ribbing for directional stability; robust rears are patterned with deep toothed cuts across their width. Installation of rear axle follows the long established MRP/Jerobee/Jomac/Bo-Link style of a hexagon axle turned round at the important points; with a spacer on the non-driving side and little split nylon bearings called nyliners which are slipped into place and located with little knobs which fit into the holes provided in the plummer blocks.

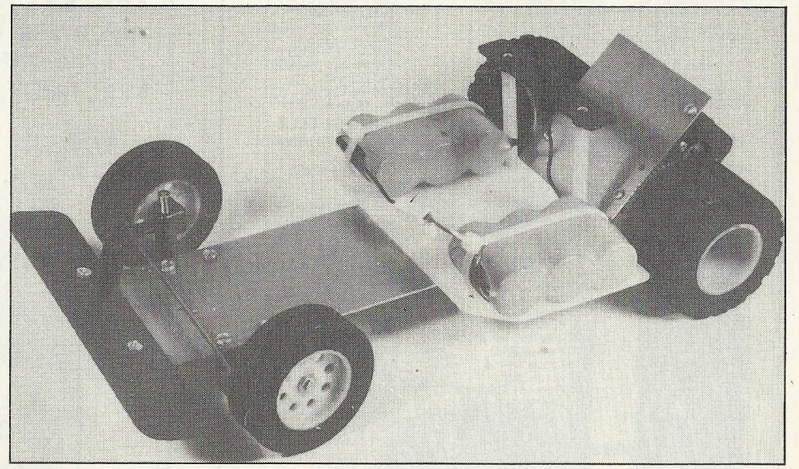
*The complete car with body off — all very compact and well protected from the elements.*



It has been a traditional fitting method since electric cars came out and has not seemed necessary to be improved upon! Even some British produced cars follow this method or variations of it. Wheels are attached with circlips — good and big so my usual moan about losing them on the floor does not apply.

Front wheels are more tricky. The stub axles are fitted into the steering arm/kinpins mouldings already. Springs are slipped over and secured with small circlips (ugh!) to provide a degree of movement. Wheels go on the stub axles and are again fixed with circlips — if you can get them on! I found it necessary to turn down the phosphor bronze bearing — which can be popped out of the nylon hubs quite easily — to allow the circlips to go on the ends. The fixed nature of the axles in the mouldings prevented any adjustment of their lengths and these were found to vary very slightly so it is best to fit each stub axle individually. I turned mine down on the faithful little Unimat lathe in a moment or two. If you lack such a tool then a file will do the job, finishing off with emery paper or crocus paper. Do not cheat by leaving out washers! Steering linkages provided should be slipped on before assembly.

Short body mounting post is attached to the sloping front section and bumper producing a leaning back post which can of course be packed up with a washer that has been thinned down on one side to provide a truly upright job. My post was too short anyway and I used another adapted from the 'come in useful someday' box. The two rear body mounting posts are attached by the same screws holding on the radio plate. A cross piece with a drilled peg completes this unit. I had a spare set of Ni-cads and slipped them in place locking them firmly with the cable ties provided. For added security a strip of servo tape underneath the two packs makes doubly sure they will not shift.

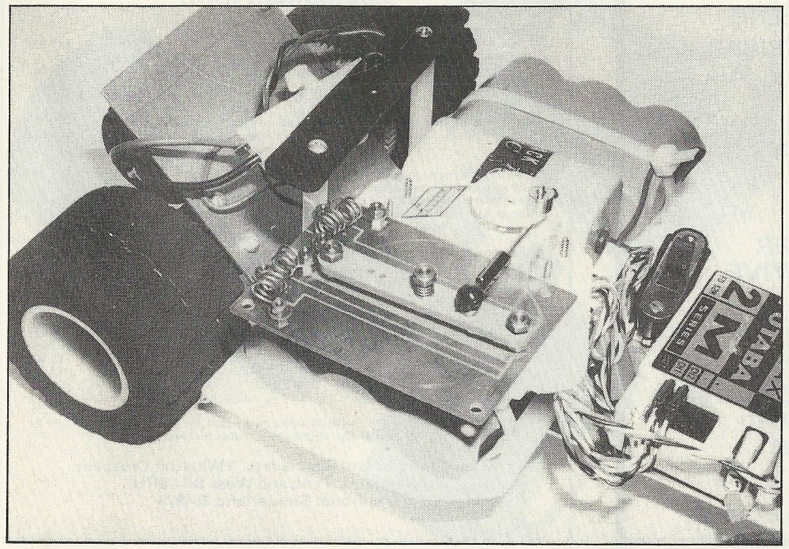


*"Semi kit" car as provided though Ni-cads have been added and do NOT form part of the deal.*

A small square of nylon sheet is included to be cut out to carry resistor and servo, making cut just right for your servo with 1-1/8th ins. between servo output shaft and centre line of resistor. Steering servo fits in well forward and is linked directly to steering arms using a ball jointed type of connection. I try to fit in a Micro Mold accessory here as it also works as a servo saver since the arm springs off the ball with unwanted strain.

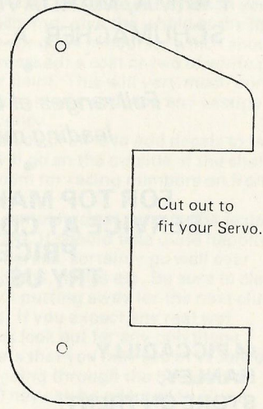
Rx battery can be dispensed with if desired by tapping into the ni-cads and sharing the power available. However, if you prefer to use a separate Rx battery there is room to locate it between the rear wheels on the sloping topside there. It provides extra weight over the wheels and may well be of value on rough terrain (like the sack on spuds in the boot of early Fords?) Double sided servo tape can be used to fix these bits and pieces. However, if you are going over rough terrain it will pay to install one or two straps to secure servos etc. more securely. Joining up of wires is cheaply arranged by using so-called chocolate-bar connectors. These are little plastic strips of connectors, each with brass screws and a positive connection point. They can be cut off as a separate two-screw connector, or used with two or three together according to complexity of wiring. Alternatively, those nice impossible to join up wrong plug and sockets will do the job.

*My version. Note that I have used a printed circuit board to enjoy reverse (bound to need it "off road"). This goes on top of the shaped plastic intended for a resistor and wiper. Everything else goes in a treat.*

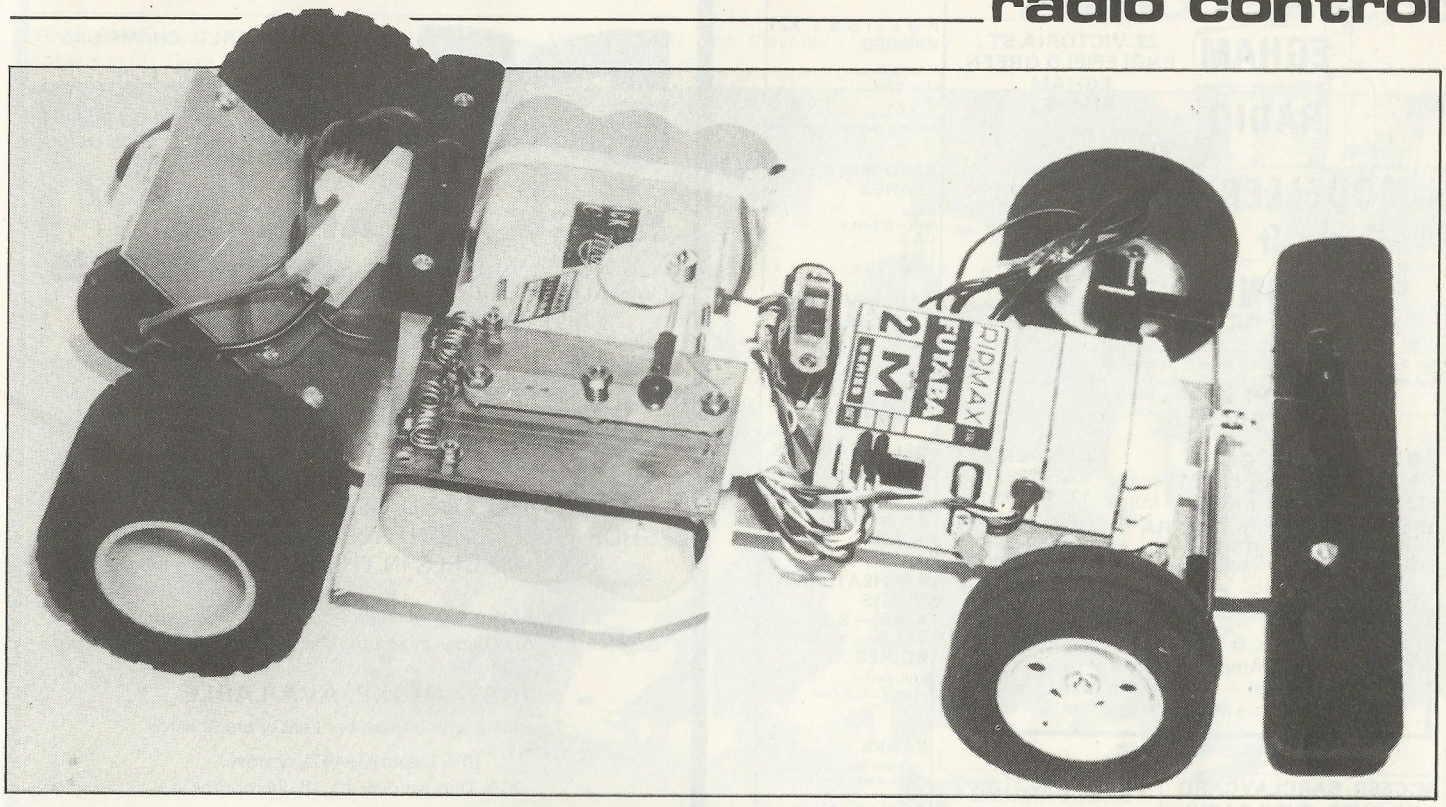


*Template for resistor servo mount.*

RESISTOR to SERVO MOUNT
make from
1/8" Polyethylene Sheet




Drill 1/16" holes for
Resistor Mount Clips
and Servo Screws.



## Painting the Bodyshell

Finally, comes the bodyshell painting. MRP tell you to cut out wheels and trim body before you begin. That other fine company Bo-Link advises the opposite and says leave all the waste on the body until painted. I think that leaves the choice pretty open! I follow Bo-Link's advise for 1/12 and cut body first with 1/8th shells. In the case of the Datsun, rear wheel wells will have to be enlarged a little beyond the marked lines. Check ¼ in. holes required for body posts (not the rear post dimple — it is in the wrong place!) This is really easier if you have trimmed body first through the clear shell, but does let a lot of sprayed colour through to the outside if you are not very careful, which is the snag about pre-trimming.

Wash out inside of shell with a little warm water and washing-up liquid. Rinse and dry off. Mask windows with Frisk or other self adhesive sheeting, or even with something like PVA adhesive which can be peeled off easily. In the same way mask off any decoration you will be having, leaving only surfaces for base colour untouched. Spray several thin coats rather than one hefty splash. It only takes minutes to dry enough for a repeat. Peel off coverings for the next colour to be added. Remember that as you are painting from this inside you must paint colours in reverse order from what you want to see through the clear shell. Sketch it out first on a piece of paper and number colours 1, 2, 3 etc. It is very easy to get it wrong!

You should have pressed down edges of masking tapes well with a finger nail but sure enough there is almost bound to be a colour creep here or there. With a fine paintbrush dipped in clear thinners these creeps can be speedily removed, blotting off the surplus thinners with blotting paper. When you have run through your colour scheme, give the whole of the inside (not the windows of course, which should still be masked) a coat or two of white paint or silver paint. This will very much enrich the colours in use and stop any vestige of translucency.

Last touch of all is to add decals to taste. These will go on the outside of the shell. Leave room for racing numbers on front and sides.

Your completed car can now be tested in the garden. It should take quite happily to close cut grass, certainly go well over garden paths, patios etc. Be sure to clean it up before putting away for the next club meeting. If you expect any real wet occasions look out for any polythene containers that you may see in Woolworths etc., or going through the household stores. They can be adapted to give a degree of waterproofing to your Rx and electrics. Bath sealant silicone will help odd corners and some of that brown self adhesive packing tape is also useful since it will not come away so easily in the wet.

*Rear end shot to show the knobbly tyres and upswept tail*