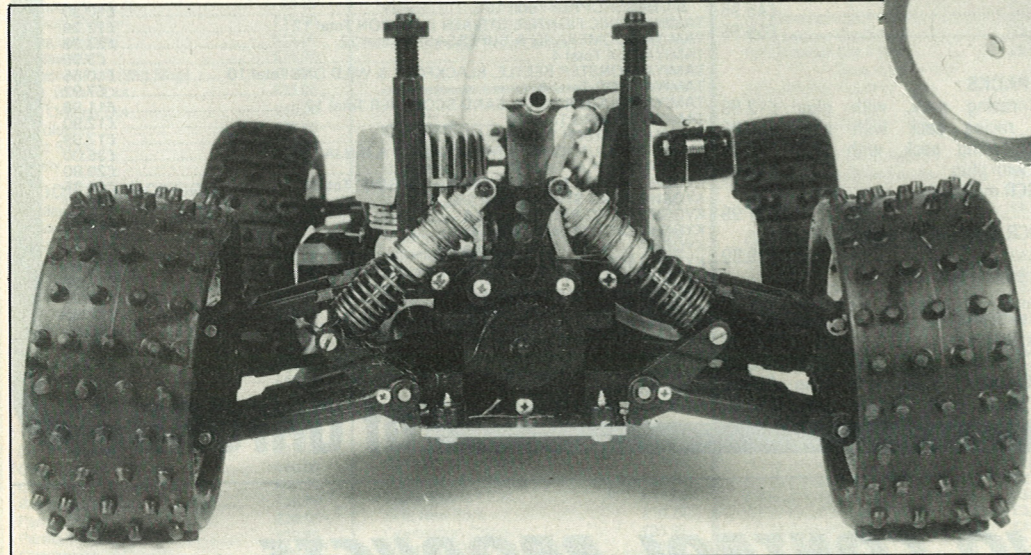
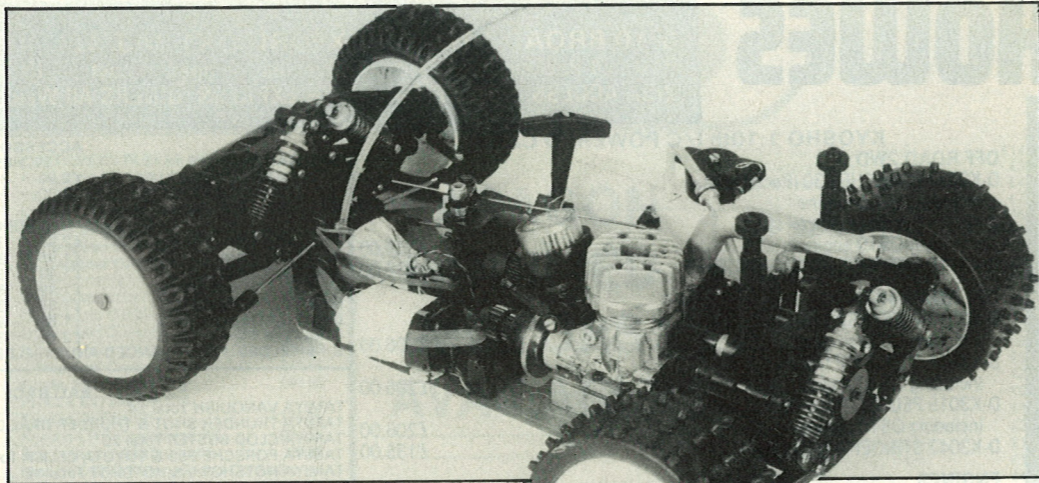


**Harry Hurryup  
builds the  
Pullstart Junior  
from Windsor  
Models**

Right: the Junior kit comes with spikes on the rear and paddles on the front. Note the large pullstart handle in the centre of the chassis. Below: rear suspension with progressive rate rear springs.



understood the assembly sequence, there was a glaring first mistake at stage one. The detailed method of assembling the pull start mechanism resulted in removing an innocent looking PK screw thinking it was for packing purposes and whoosh - six foot of stainless steel spring flew out and nearly severed the cat! Yes this component is pre-assembled at the factory. Thirty minutes later it was all back together and correctly mated to the transmission assembly.

Further construction went ahead unhampered despite subtle differences in components compared to the photographs in the instruction manual. Noticeable areas of difference were the dampers where modification has reduced the number of parts involved.

Throughout construction strength of parts became very obvious - from the solid aluminium chassis pan, nylon mouldings and metal gears/differential unit (again pre-assembled) to the heavy duty steering links and ball ends. Apart from a lack of circlip pliers to insert the rings on the outer driveshaft cups the Junior went together very easily with only a selection of hand tools being necessary to complete the model. Radio installation was straightforward

Having first become interested in R/C models some eleven years ago and experiencing the joys of the hobby with a Mardave M23 McClaren complete with Veco 19, I was only too eager to re-ignite the excitement when asked to review the Mantua Junior.

Over the years since that doubtful induction R/C model cars have moved on from a hobby to a way of life. Any wife or girlfriend whose man is hooked on the sport will realise

that it's possible to become a widow very quickly - unless they share the same interest, model cars!

So having set the scene, domesticity goes out of the door, it's on with the task of constructing and running this 2WD 1/8th IC car.

**Box of tricks**

Upon opening the box it's obvious that here is something different to what we have come to expect from a 2WD car. Mantua have been very clever,

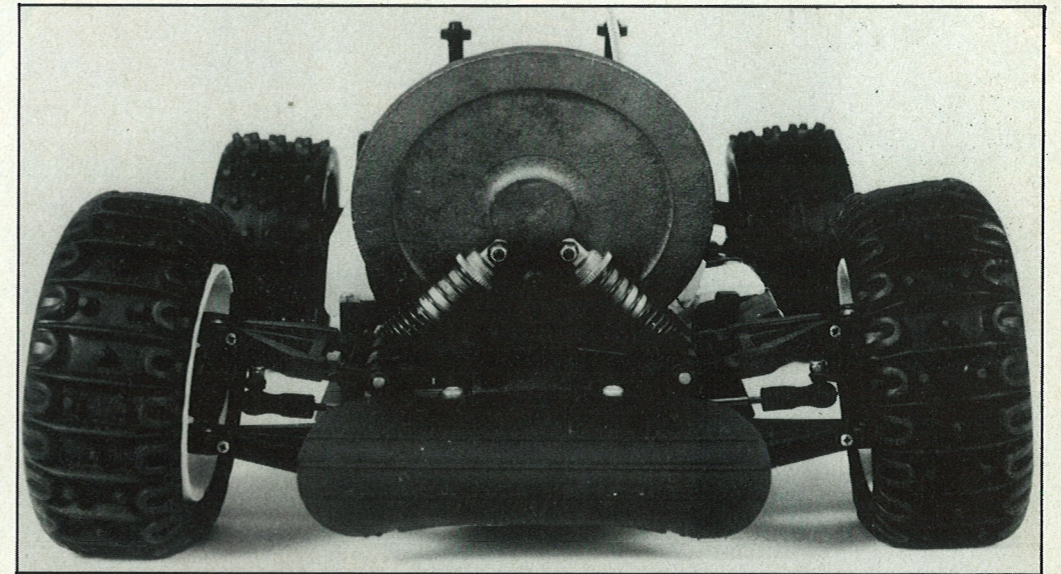
and all credit to Richard Stitson of Windsor Models for spotting the obvious in a market that lacks 'starter level' kits. Here the pun is intended, for the great feature of the Junior is the pull start device coupled to the well proven Picco engine.

With all the parts on the workbench, it's time to read and understand the multi language book - not to the same standard as certain Japanese companies but sufficient for someone who has minimum construction skills. Having digested and I thought

despite my own doubts that a standard electric buggy type servo would not be sufficient to turn the front wheels. Happily this was not the case and a standard budget 27 meg R/C unit worked admirably. A smear of silicone grease around the servo cases and a 'Pizza Hut' balloon over the receiver seems to be ample protection against the ingress of foreign bodies and fuel.

A polycarbonate bodyshell is included in the kit together with a small decal set. Our choice of colour was green - don't ask why and despite its boxy appearance is very acceptable. A wing kit is available and would make a useful addition.

So it all looks very pretty sitting on the bench. Charge up the radio Ni-cads, fill with fuel (5%) as recommended, find the glow starter and it's off for a roadtest.



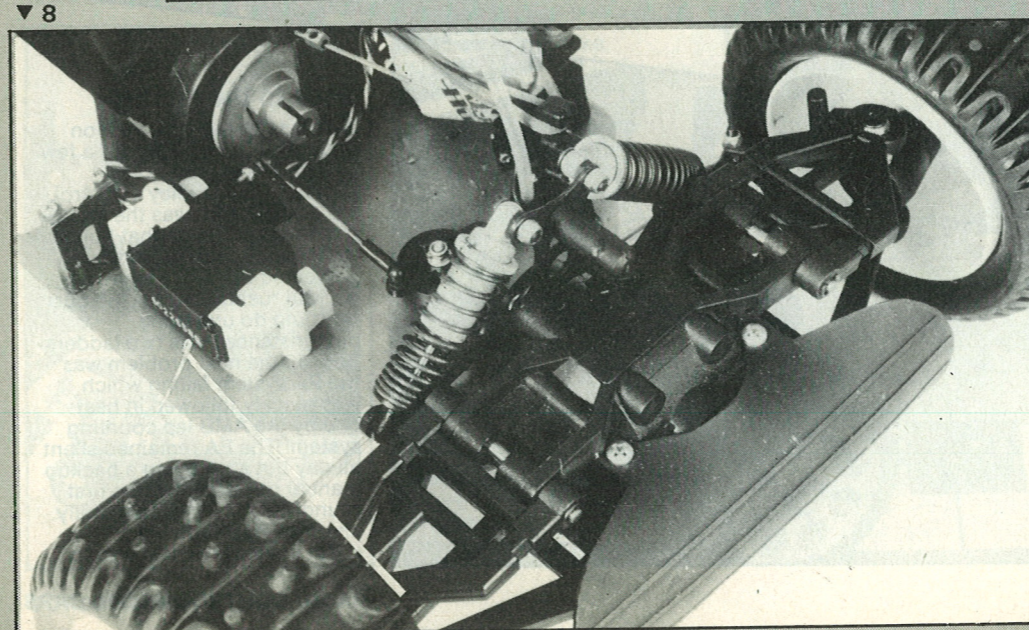
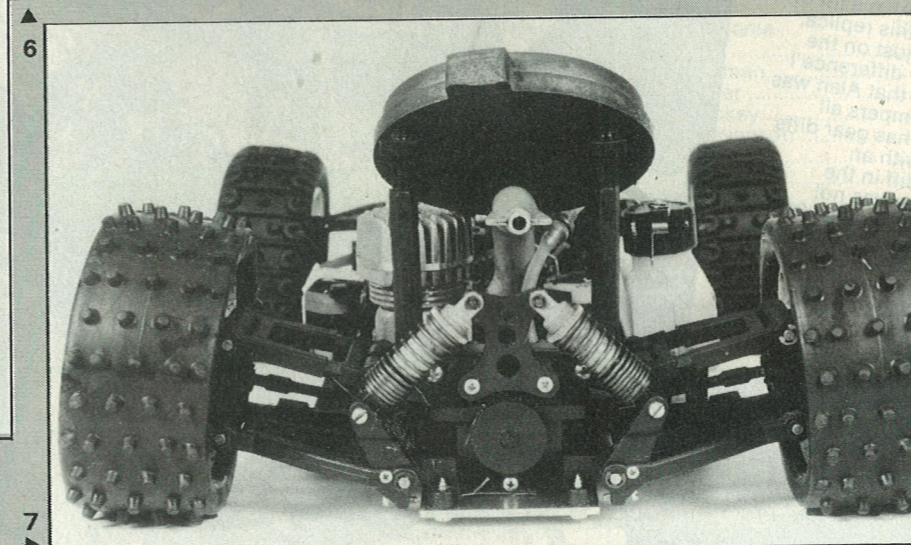
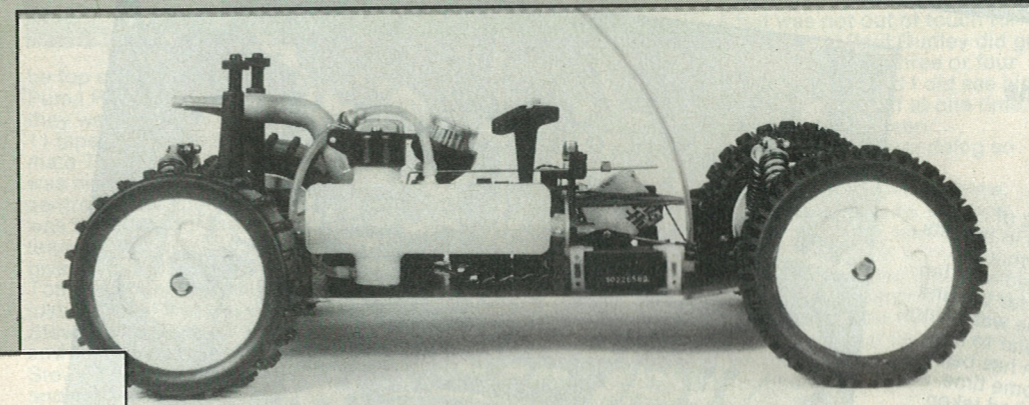
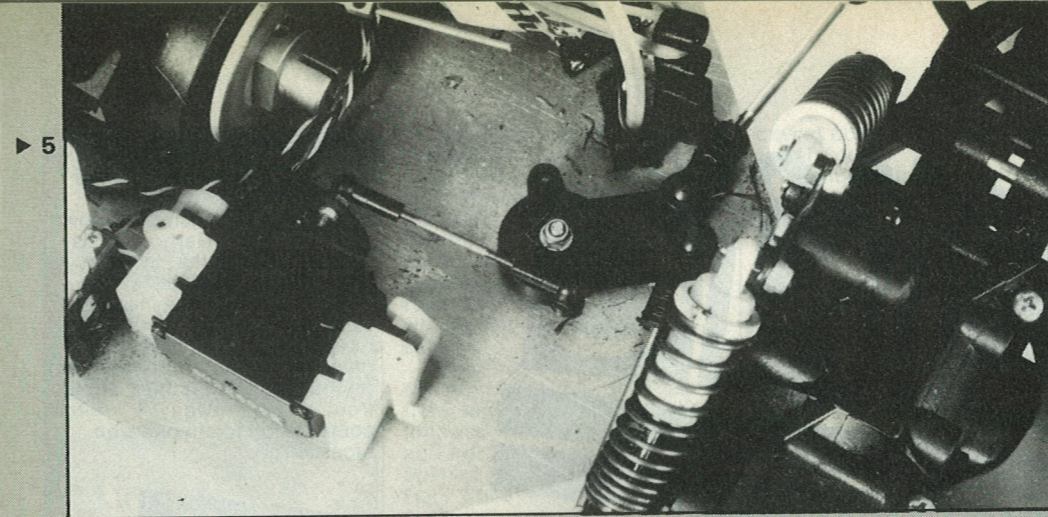
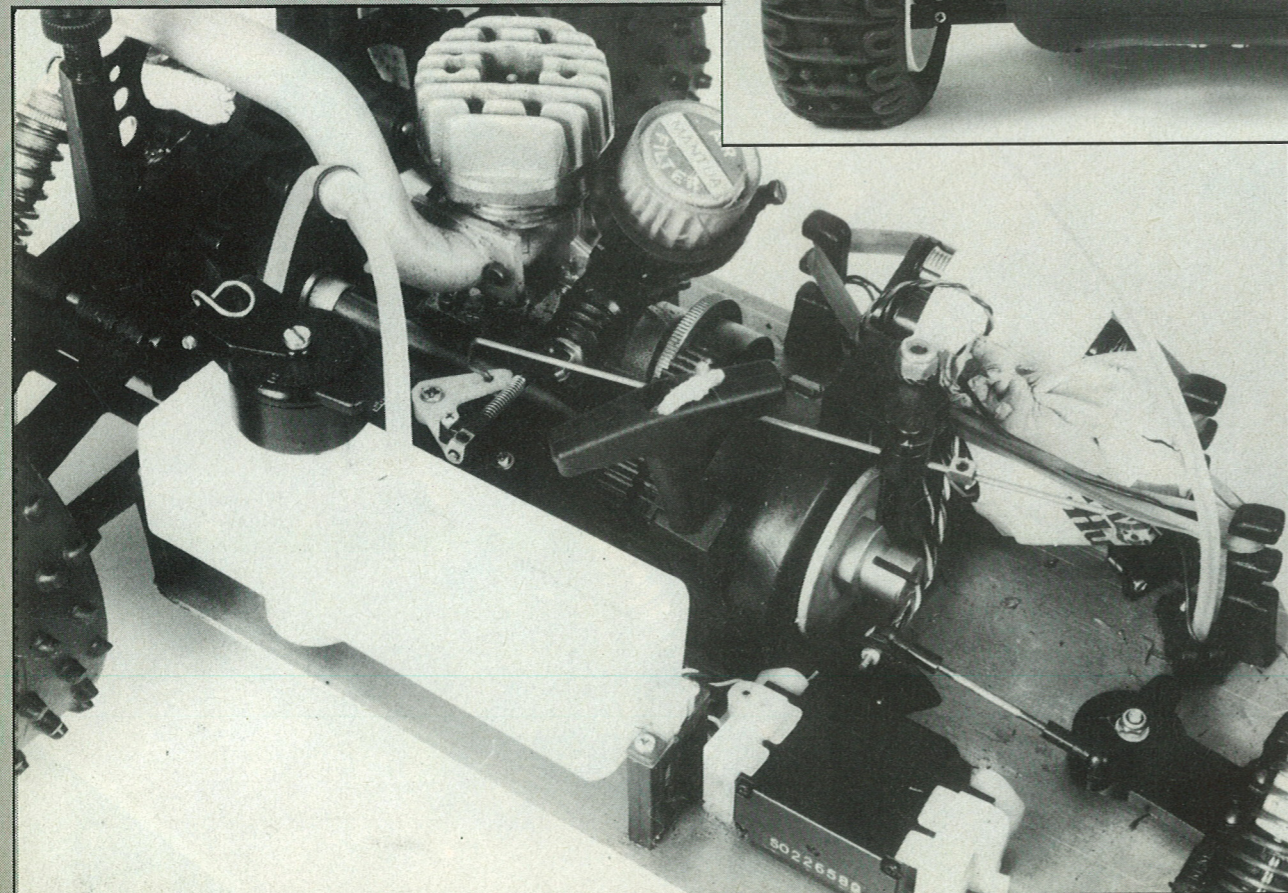
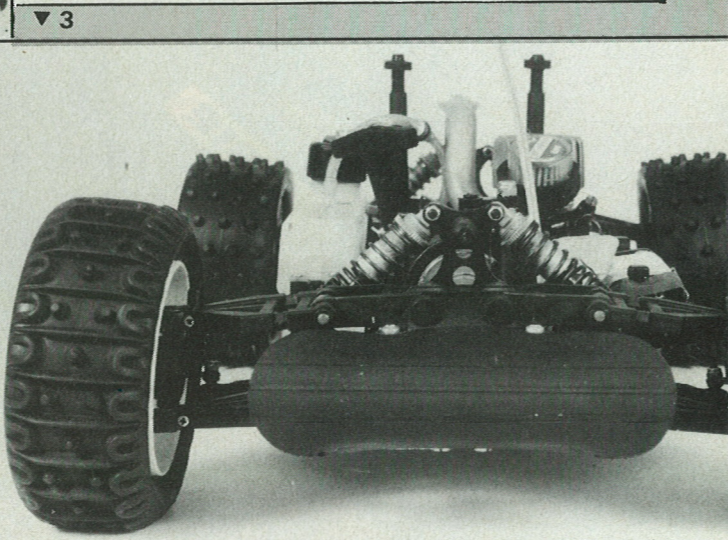
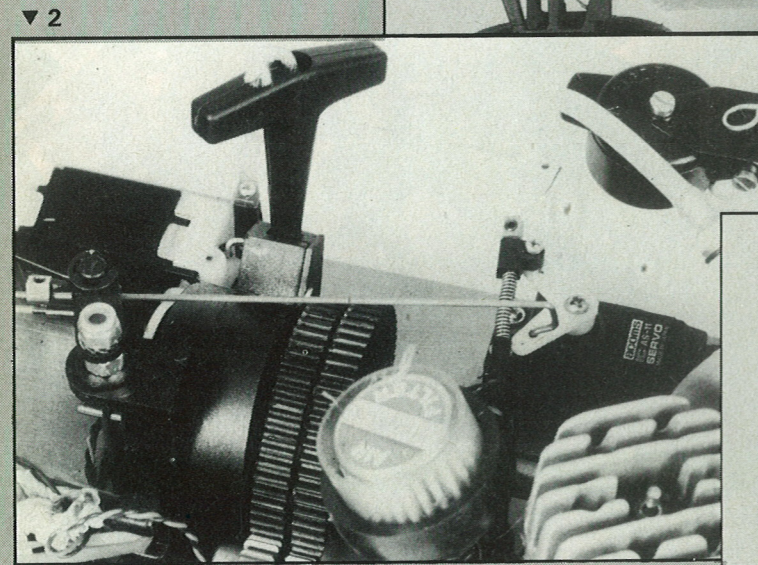
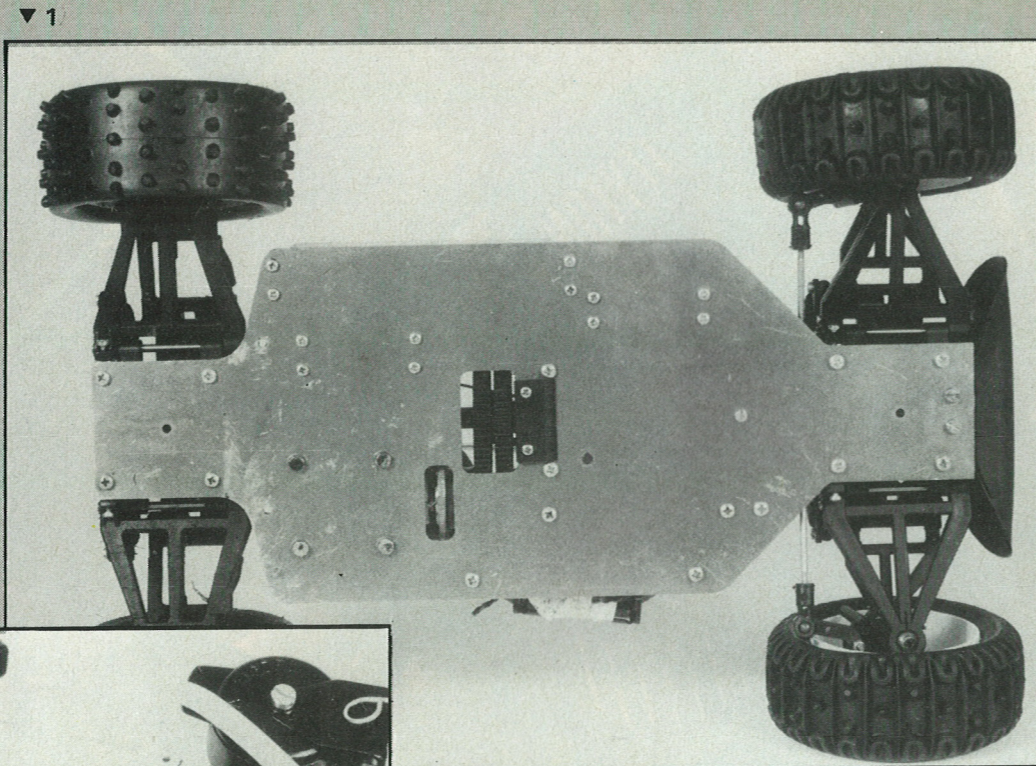
# JUNIOR Upstart!







1. Underside of chassis with plastic protector to stop stones chipping the main gear. 2. Dual gears to enable the pullstart system to work. 3. Front stocks sit at 45 degrees. 4. All steering links are supplied although a fuel filter needs to be purchased. 5. Base mounted servo saver. 6. Approximately 40mm of ground clearance. 7. A small amount of negative camber is produced with full compression. 8. The Junior can be easily updated to 4WD with the correct conversion pack.



**On the road – and off!**

The factory settings on the Pico engine were pretty good with the motor firing up very easily – only three or four pulls necessary. Much easier than trying to get at the flywheel on a hand held starter. Take care though ensuring the gears mesh loosely as any tight spots could result in stripped teeth – something we were to experience later.

Having made a few adjustments to the top end running the Junior was really flying around the car park with ample power spinning the rear wheels easily.

The handling was quite good and soon proficient rear end slides were the order of the day. Even my young son quickly got the hang of it and promptly decided he would have it as it was more exciting than the skateboard.

Now that the engine was loosening up time to move on to the off road test. First the park then the disused BMX track. On the grass the drive was superb and the Junior could be put anywhere you wanted it. Flat out the car showed a fair turn of speed considering its restricted exhaust system. Certainly the optional tuned pipe would further boost its performance. Stopping was progressive, the centre mounted disc brake working well. Around six minutes running on a full tank at high speed made us want-for more.

**On the run**

To the BMX track and disaster. The engine was hot and despite repeated pulls would not start again. A new glow plug was fitted and off it went again. Onto the loose dirt and – nothing, it stopped dead. My curious son rushed over repeatedly pulling the starting mechanism which sounded somewhat strange. A small chipping had found its way in to the gear train and removed several teeth. A phone call to that man Richard Stitson saw a replacement arrive by return of post – excellent service by today's standards.

Just to be sure the main drive gear was changed as well and we were back in business. To date this problem has not re-occurred and great fun has been had with the Junior.

For today's events this car with perhaps some of the optional parts available would be an inexpensive way into Rallycross Racing – well worth considering and I'm sure you'll be as hooked as I've become.

Thanks to Windsor Models for their swift response for service parts and to Model Cars for the opportunity of reviewing the model.

Available from Windsor Models.  
Price: £224.95 inc. engine.