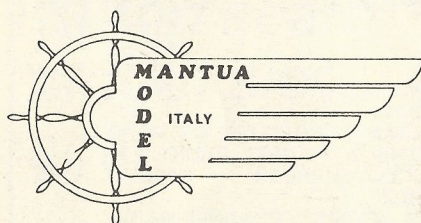


# Manta-4

Try a different approach with this budget-priced alternative to 1/8th scale circuit racing



MANTUA MODEL of Italy have indeed taken a bold step in producing a competition, 1/8th scale circuit car to compete (on the track and in the model shop) with that other famous Italian manufacturer SG. However, knowing the depth of interest in 1/8th scale racing in Italy no doubt there is room for both. In many respects Mantua have played the kit-production game very cleverly by producing a different style chassis than is the norm, which is both strong and reliable whilst still offering the competition racer plenty of scope.

Naturally a less sophisticated construction makes for a less sophisticated price, a feature which is particularly beneficial for those just entering this branch of the sport or those wishing to tone down their involvement.

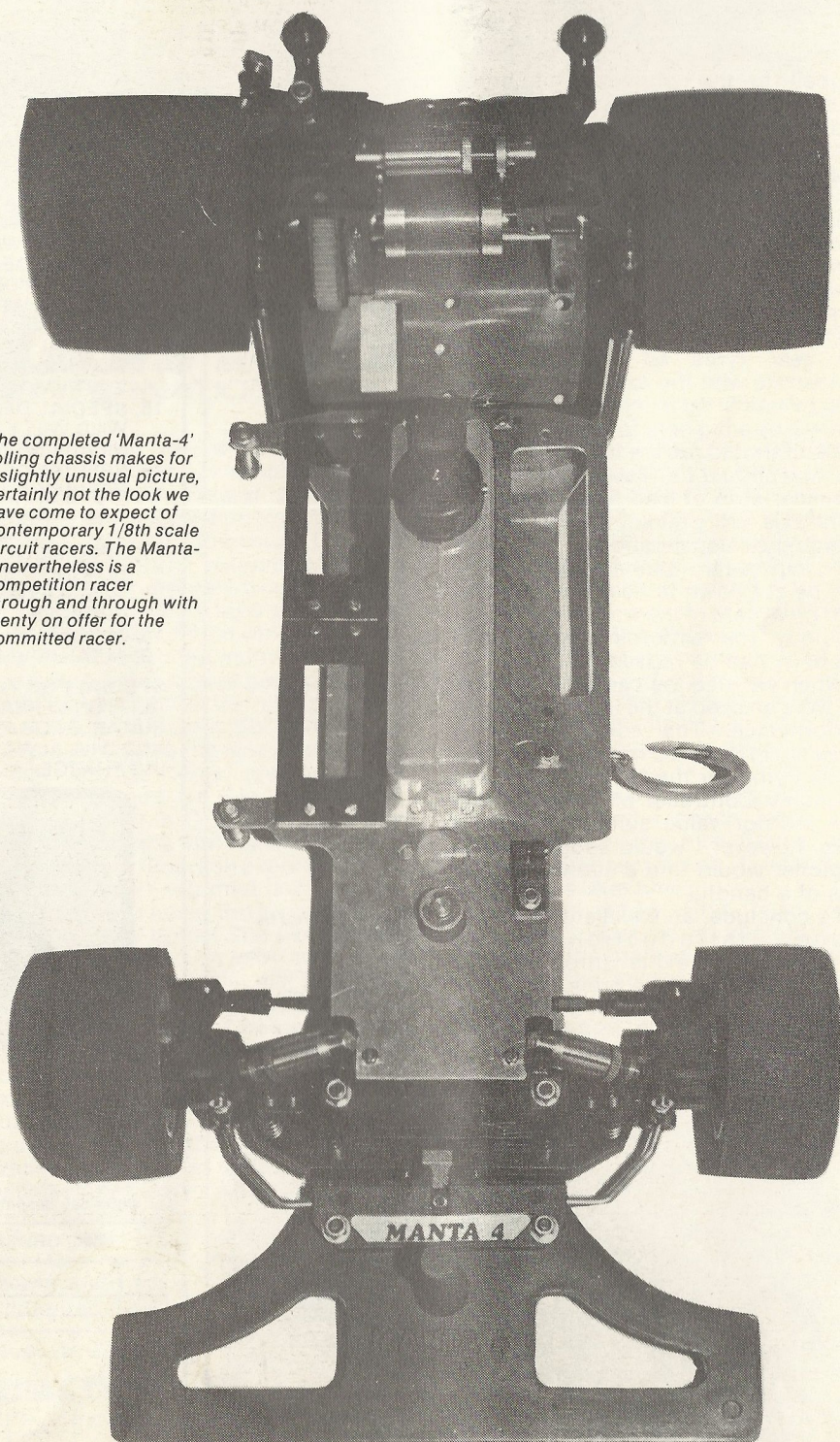
## Construction

Mantua supply an A4 photo booklet of construction stages to help assemble the 'Manta-4' and very little else. Unfortunately the photos, in some cases, do not explain fully the constructional procedure. Still a little concentration and commonsense should set you right.

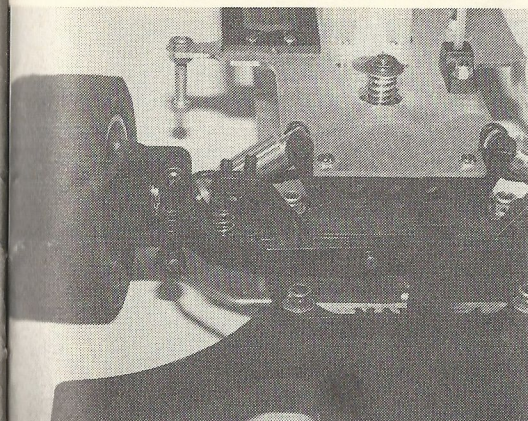
Another A4 sheet gives instructions on setting up complete with measurements for correct ride-height and suspension settings.

Due to its simplified suspension systems front and rear, assembly time on the 'Manta-4' is kept to reasonable levels. Italian manufacturers seem very adept at producing accurate mouldings and Mantua are no exception.

*The completed 'Manta-4' rolling chassis makes for a slightly unusual picture, certainly not the look we have come to expect of contemporary 1/8th scale circuit racers. The Manta-4 nevertheless is a competition racer through and through with plenty on offer for the committed racer.*



MODEL CARS



## Front suspension

This takes the form of single wishbone suspension pivoting upwards on a main bulkhead which has been machined to give 9° castor. Damping is provided by two, dumpy, oil-filled units which mount between the wishbones and shaker plate. Ride-height and suspension springing is supplied by two coil springs which are adjustable to give suspension stiffness. An anti-roll bar is also incorporated.

## Rear suspension

Two, very wide 'bracket' shaped wishbones totally surround the rear axle and engine bay to form the rear suspension. To these are joined the rear hub carriers which in turn couple to two more moulded 'brackets' which pivot on the rear axle bulkheads. The differential is of the geared variety and comes ready assembled. The drive from the engine is transmitted directly to the rear axle via a large glass-filled plastic diff. gear. This gear also doubles as the means for braking as both sides are fitted with 'Ferodo' type brake lining. The brake cam then acts on the diff. gear itself. The completed assembly is topped off with a single mono-shock damper coupled to the upper brackets.

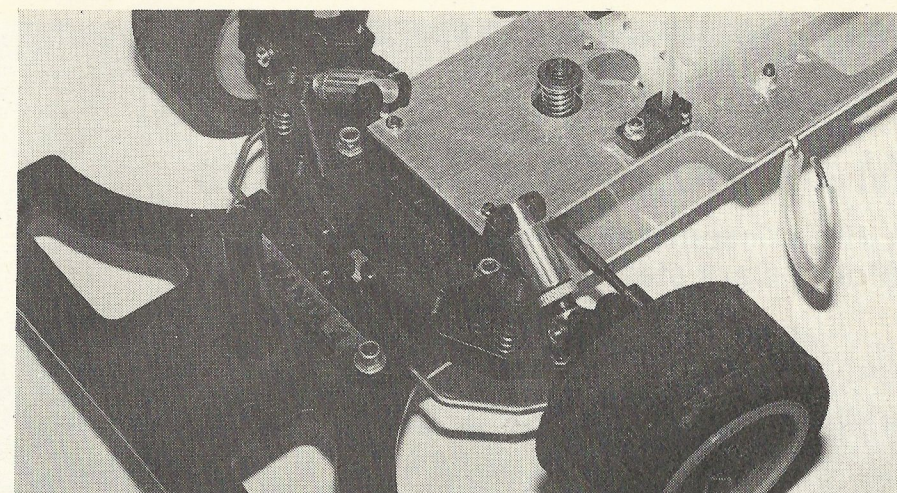
## On the track

Despite the relatively unsophisticated suspension the 'Manta-4' displays a very smooth operation although does tend to 'bottom-out' on bumpy sections. By far its greatest attribute is its weight, the lack of it to be exact, in a straight line the 'Manta-4' is extremely quick particularly when coupled to a top performing motor/pipe set-up. On kit tyres the car tends towards understeer particularly with the moulded fronts. However the 'Manta-4' has achieved some major successes in particular a fourth place in the 1984 European Saloon Car Championships final, a higher placing than both PB and Serpent and second only to SG.

Price: £105.00.

UK Distributor: Jack Williams, Eastwood, Beverley Road, Walkington, North Humberside, England, HU17 8RP.

JULY 1984



*Above left: close-up of the front steering and suspension set-up. The lower wishbone provides the mounting points for the damper's anti-roll bar and suspension springs. Stub axle blocks are ball-raced. Above: the completed front suspension system. Right: the interesting drive system incorporating brake and differential gear into one unit. Note, all-embracing suspension wishbones.*

