

# Racers choice?

**Darren Warburton builds the latest challenger to the Rallycross Championships**

**T**he Micro Racing Corsair is another new European designed Rallycross contender, adding to the varied choice of race machines available to the enthusiast. In the hands of Rallycross racer John Skidmore, the car qualified for the A final first time out at the Rossendale BRCA round. Could this be the first of many more awesome qualifications to follow? Let's look further.

## The Kit

Several versions of this Swiss car are available in the UK, the one reviewed here is the UK Pro Version, which basically includes a steel centre drive gear. The car has been designed to accommodate any 3.5cc IC engine that is currently available on the market, with vast provision for any 2 channel radio installation.

The kit comes complete via Rossendale Models with the Micro Racing competition clutch, pinion and flywheel. All throttle and brake over-rides are included in the kit, however the builder is asked to by the exhaust and manifold as an extra.

The instruction booklet is very pictorial, which is a good job as all the description is in French! Bob Styles was kind to point out however that he had included in all his kits an English version of the instructions which both he and his drivers have written together. To aid the modeller all screws, nuts and bolts are packaged in bags which refer to stages of construction. During the construction of this car, I felt it was a car that would be a breeze to build for the new enthusiast.

## Assembly

The differentials supplied in this kit are of the planetary type, that is four internal gears, and come pre-assembled as part of Micro Racing's quality control process. All of these gears are manufactured in a tough machined tool steel. The output cups of the front and rear differentials are not held on with a grub screws, so there is no fear here of losing drive during racing through a grub screw

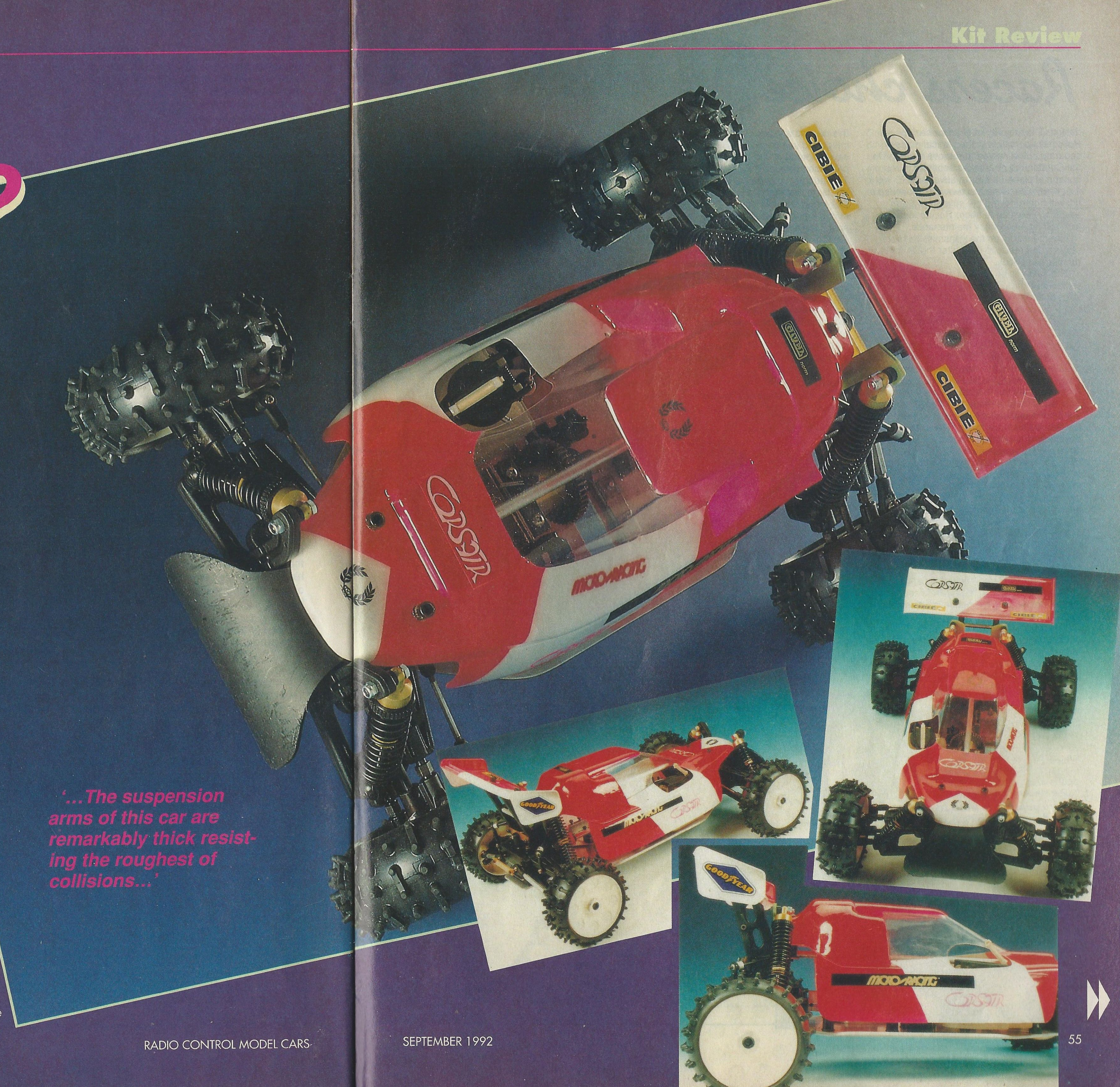
coming loose.

You will notice that Micro Racing put reliability at the top of their list at the Micro Racing design centre. The diffs are assembled dry all round, allowing the driver to fill them with a grease, suitable to the drivers style and the changing terrain. At the moment moly grease seems favorite for all diffs.

## Heavy Duty

The diffs are housed in heavy duty plastic casings which in turn work as a pivot point for the lower and upper suspension arms. A design feature that is setting a trend through many Rallycross cars. Its at the assembly of the gearbox casings that we note a unique feature to Rallycross car

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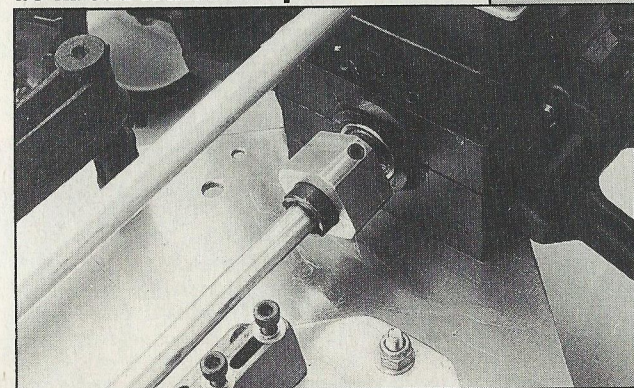
design. The majority of gearbox casings on Rallycross cars split in the vertical plane, separate, allowing you to remove the diff. On the Corsair, the gearboxes separate in the horizontal plane. Is this an advantage? I feel it is, mainly because it allows you to service a diff without removing the suspension arm assembly. Well done Micro Racing for saving time during emergency maintenance.

After construction the transmission feels smooth and ready to race after the shortest of running-in periods.

The suspension arms of this car are remarkably thick, resisting the roughest of collisions with ease. Both the front and rear top and bottom suspension arms adopt similar methods of adjustment to that of the Mantua and Kyosho cars, where the wishbone length is adjusted via a hex centred threaded rod located within the injection moulding. Having this adjustment allows the driver to fine tune the wheel camber angle throughout the car to suit the ongoing terrain. This adjustment is made by simply turning the 5mm hex about the centre of the arm until the desired length is found. The suspension assembly is supported inboard via substantial 4mm pivot pins, outboard there are pivot balls front and rear to enable the driver to set toe-in or toe-out. Obviously all cars have the provision for toe-in adjustment on the front, the Corsair however has adjustment at the rear to aid straight line stability on the dustiest of tracks. This adjustment of toe-in or toe-out on the rear wheels is made via large rigidly mounted track rods that span the rear extremities of the car, fantastic!

The hub carriers on this particular car have been manufactured in metal, anodized black. The wheel king pin inclination is adjustable both front and rear via the removal and relocation of spacers attached to the pivot pin of the upper arm. An idea akin to that of the Mugen, one of two cars that have this very useful facility. I find it particularly useful when racing on new tyres where you have just slightly too much grip, you simply remove a spacer to give you more inclination, and as the grip fades away, replace the spacer to regain the grip by reducing the inclination. Its another fantastic idea!

The steering mechanism on **Alloy coupling is held in place by a 4mm grub screw that should be thread locked into place.**



this car has a fully integrated servo saver, sprung protection device. This adopts a design similar to that of many Rallycross cars. A strong 6mm Alloy rod spans the apexes of the front and rear gearboxes to strengthen the toughness of the chassis during potentially fatal collisions. The brake assembly of this car is a single unit and fits directly to the front output of the centre differential. The front being an area of importance when it comes to braking power. An optional twin disc brake is available from Rossendale Models. The brake disc shown here has been manufactured in GRP, which appears to offer adequate braking for the clubman.

## Mount Up

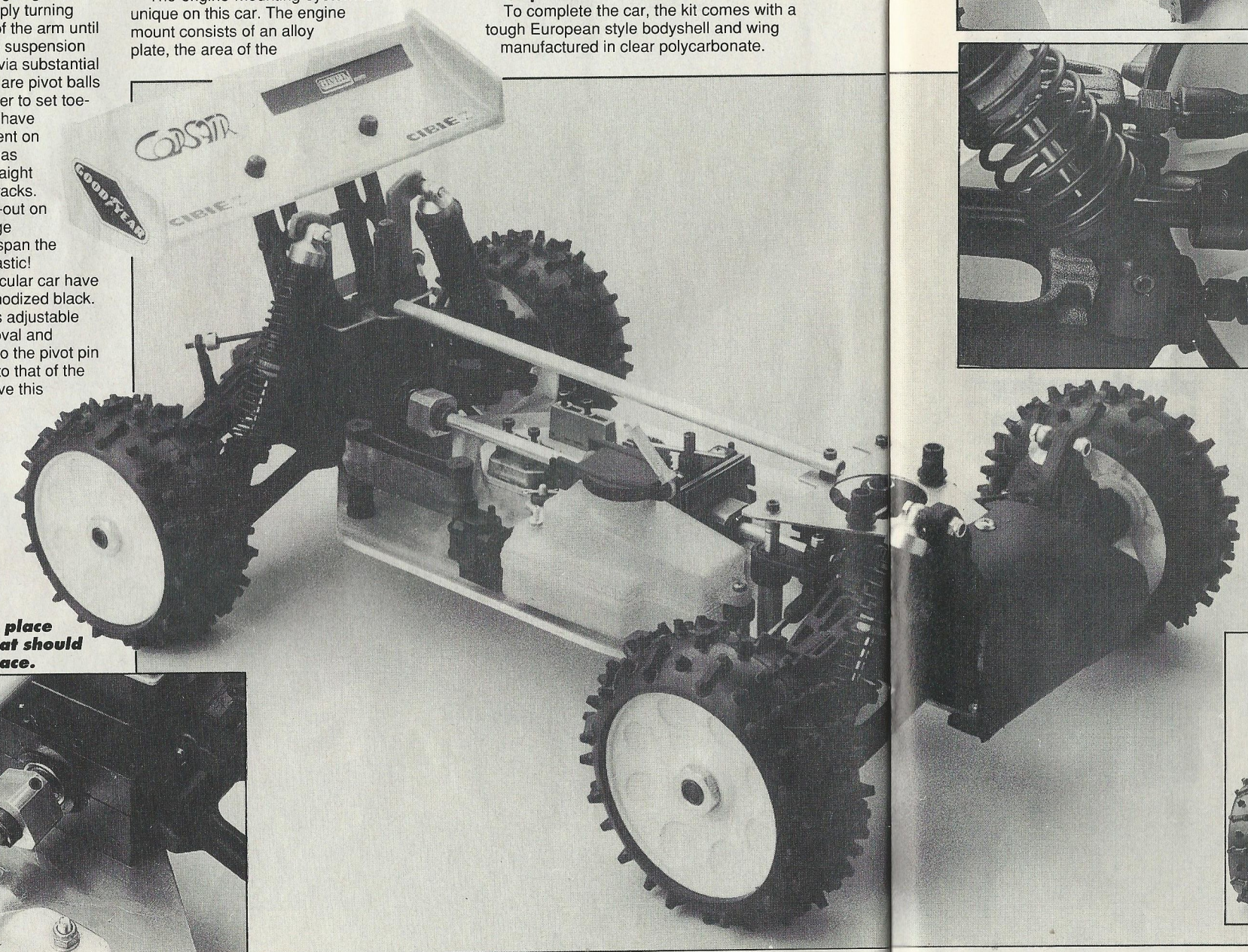
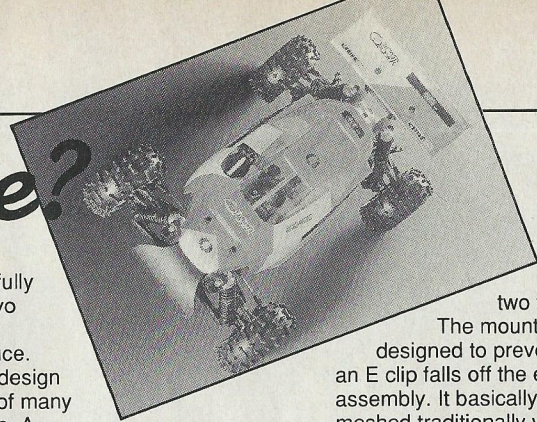
The engine mounting system is unique on this car. The engine mount consists of an alloy plate, the area of the

base of the engine, and two traditional alloy blocks. The mounting system has been designed to prevent loss of drive when an E clip falls off the end of your clutch bell assembly. It basically allows the engine to be meshed traditionally with the centre drive gear, with the provision to slightly off-set it, by adjusting the single pivot located at the rear of the plate. Bob tells me that this is typical of the Europeans.

The shock absorbers supplied in the kit are of a constant volume variety, sporting hefty linear springs. The bodies are three piece, an economical production technique allowing the manufacturer to vary the length of the shock at the production line. The chassis ride height of the car is adjusted via the turning of threaded rings attached to the outside of the shock body, firmly supporting the neck of the suspension spring.

## Completion

To complete the car, the kit comes with a tough European style bodyshell and wing manufactured in clear polycarbonate.



These are painted internally to give a glossy appearance. The tyres supplied with the kit are really suitable for dusty dirt tracks however, Rossendale Models sell a range of tyres suitable for the car on the UK tracks.

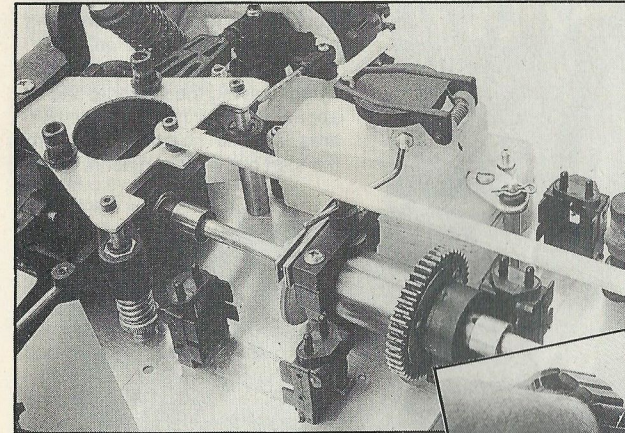
To sum up this car must be one of the

toughest strength conscious cars I have ever had the pleasure of building.

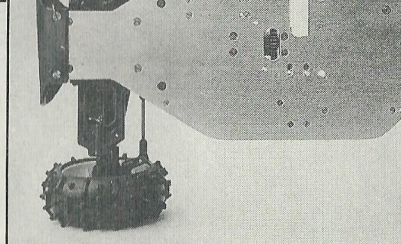
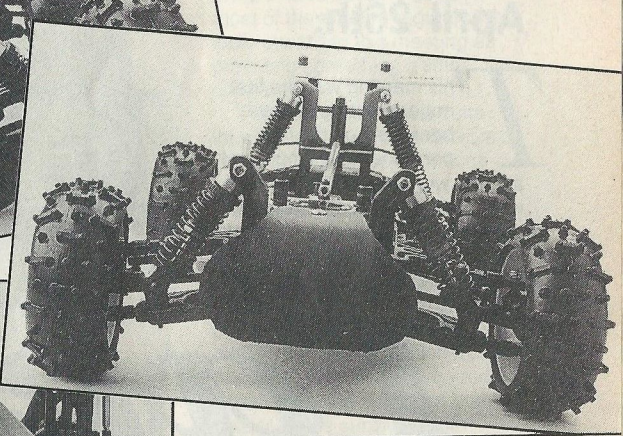
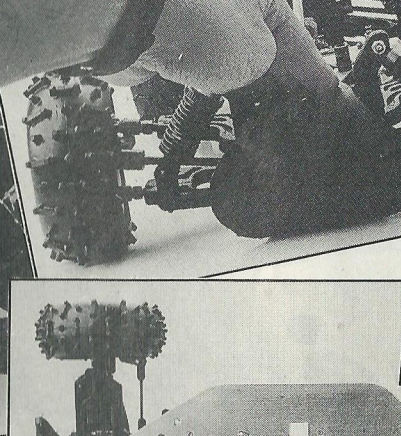
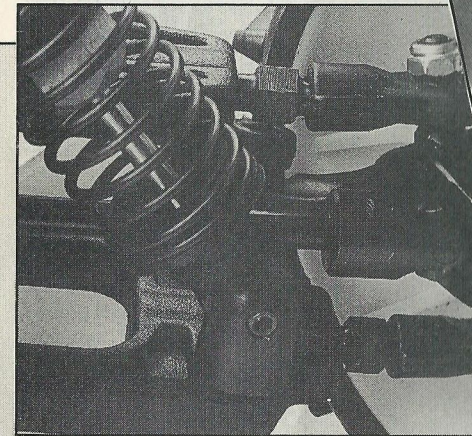
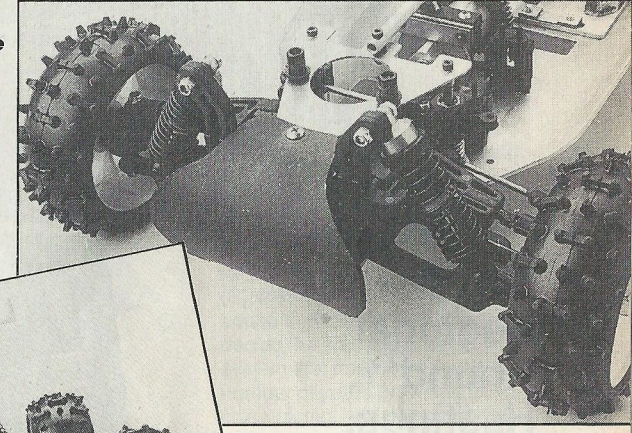
I would like to wish UK driver, John Skidmore the best of luck racing it in more A finals to come this year.

In the retail hands of Bob Styles of

Rossendale Models, I feel any customer will convey a wealth of pleasure after building and racing one of these quality kits. Its the strongest 1/8th car I have ever seen! The car is distributed via Rossendale Models and trade enquires are very welcome. Tel 0706 220780



**Internals of the Corsair show the commitment to reliability that Micro Racing had when originally designing the chassis.**



**Enormous rear ground clearance is achievable with the long stroke shock absorbers.**

