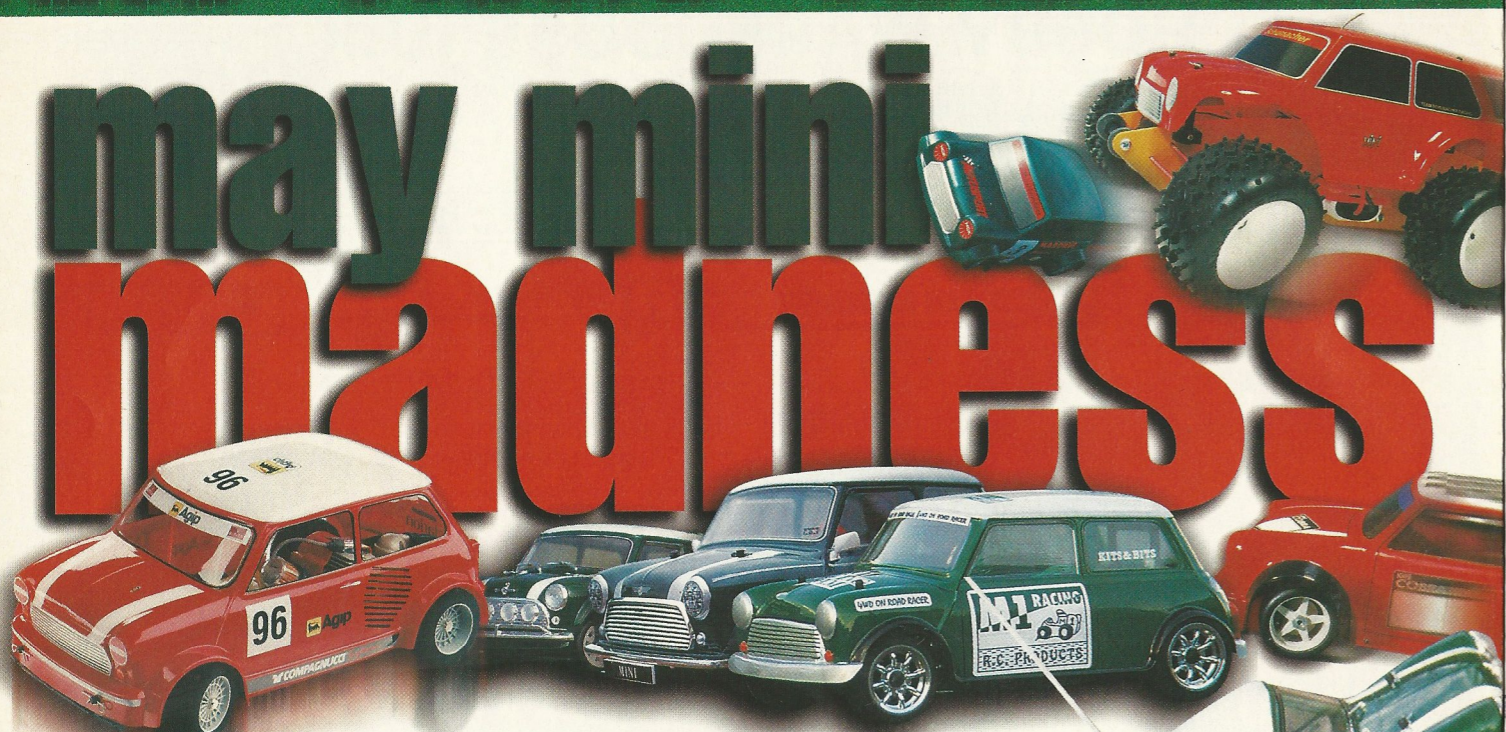


may mini madness



Mardave Mini

"its ability to withstand heat will ensure the likely survival of the chassis while all around you burns to the ground"

The Mardave people don't just tell you how to do it, they tell you why they've done it, for example where handling is concerned. They tell you why the car is set up to understeer rather than oversteer; in their view (and mine for what its worth) you'll lose less time if you understeer than if you spin.

Different grades of tyre are prescribed for the purpose of handling. Back ones grip more than the front. Hmm. I'll have to swap 'em round just to see what happens. Visibly, there's little difference between front and rear tyres, except two come loose in the box, two come in a bag with a hand-written 'R' on it.

The aerial does not exit the body shell. This I like too. Instead you get a kind of red plastic grid that you wind the aerial round.

The body mount system is ingenious. And lovely to see a body shell with no obtrusive clips sticking out willy-nilly. OK there are three screws, one of which appears where a centred exhaust appears on the real thing - and two in the bonnet. Spray 'em body colour, you hardly notice they're there. Brilliant.

An A4 page of recommended racing regulations are also included in the pack. And from the word go, you get the impression this is a proper little racing tool. Space and weight saving measures are taken, no suspension but an ever-so-slightly flexing chassis, no frills such as an on/off switch (although they say one can be used if you want - with a bit of D/S tape.... a bit 'Blue Peter' or what....) and throughout the time of build, you constantly ask yourself how this flat chassis, 4.8V, flared arched Mini is going to go. The answer is it goes very well. The 4 cells and the 540 type motor prove to have more than adequate power for this little rocket. The lack of ground clearance was a problem when we took the Minis to the Ashby Circuit but in normal use it is not a problem. The Mini carries on where the Mardave Ministox left off its ability to withstand heat will ensure the likely survival of the chassis while all around you burns to the ground as it offers THE cheapest RC Motor sport around.

I sprayed this one Rover British Racing Green - one coat of primer, two coats of green and didn't bother with lacquer as the can suggested on the grounds that I think this is one little Mardave Mini in for a very hard life. **RRCi**

This is a 1:12th Mini with an epoxy resin chassis and an ABS body. It is complete with a Mabuchi 540 type motor. It needs a 4 cell nicad pack, two servos and radio to complete.

We sprayed this one Rover British Racing Green

Build up to it?

I would imagine building your second Mardave model will take you about 1/12 of the time, once you know how they've worked it all out, but this one would take the beginner the best part of a day to make, including perhaps a coat of primer. Chassis construction comes on in leaps and bounds...probably because there isn't actually a lot to it. Do yourself one large favour though. Mount the speed controller servo before fitting the aerial post. Otherwise you'll get annoyed.

When connecting the speed controller to the servo via a ball joint, the instructions suggest that the speed controller should be in the 'off' position. There is no indication as to what is on and off, but I suggest that the 'off' position is where the contacts hit the two pieces of copper that are not actually connected to anything, with the motor wires, when straight, pointing out of the back of the plate. Make sense? It will when you build one. This kit also requires use of a soldering iron. The motor comes in a wireless state, necessitating the need to solder the speed controller wires to the motor tabs. Also you have to cut the switch wires if your receiver has them, and solder them to the other wires that protrude from the speed controller. Then there's heat shrink wrap to go round your joints. These are actually more of a problem than soldering, as mine didn't actually shrink much. If only life was always like that.

Like it?

There are several features that I liked immediately. Enclosed in the box is a price list. Say, for example you have a big accident and bust the front suspension arm on one side. How much do you reckon replacement bits would be? Eh? Go on.....have a guess.....

Well actually, 90p. This is a low cost R/C model, but you can't help thinking that Mardave have actually thought of you, the customer, as everything has far more of a sort of 'home-made' feel to it than others.

Recognise this?

To any of you who have ever had any dealings with the electronics industry, the first thing you notice when you unpack your Mardave Mini is that the chassis is made of FR4, the same material from which printed circuits are made. Without the copper foil, of course. It is an epoxy resin glass impregnated woven material which is light in weight, strong and can withstand about 400°C. Two of those attributes are admirable on an R/C model, while its ability to withstand heat will ensure the likely survival of the chassis while all around you burns to the ground. Anyway on with the kit.

Your very small Mini comes with a white ABS body which has to be sprayed on the outside. Like the Lexan bodies, some degree of cutting is necessary but this ABS body seems to have greater strength in the important places, useful in a model that is likely to be in the hands of beginners because of its simplicity and price. The instructions comprise a hand drawn exploded view of all the parts (painstakingly drawn and autographed by one Jeff Smith - must have taken him ages) and a glossy leaflet of text and stage photos. You cross reference the two to ensure that you are locating mounting posts, for example, in the correct holes in the chassis. The leaflet covers both the Mini and the 'Rebel' which is also pictured on the box. (Trevor Tennant will be having a play with the Rebel soon. Ed)

It's all simple stuff. No suspension and no rear diff' for a start. A solid beam rear axle which you'll struggle to bend in any degree of impact and your usual array of plastic parts and self-tapping screws makes a rear-wheel drive Mini.

RRCi Max's the Minis

It looks like the spring weather has affected the Editorial staff here at RRCi! We have not one, not two or three but eight different Radio Control Minis featured in this Mad May Issue of the Mag'. And if that was not enough we are also giving away a Tamiya Monte Carlo Mini to a lucky reader.

The Mini has an amazing appeal, no other car has such a classless image. The same basic design has endured since the launch in 1959. The Mini was not the first FWD production car, Citroen can claim that with the 'Traction Avant' Light 15. It is not even the first UK production FWD car, Jowett can lay claim to that. What was beyond doubt was that it had masterful packaging with a performance and price unmatched by any competitor in its day. Ford reputedly stripped a Mini to decide how BMC (Rover's parent company) could build it for the money and they decided BMC could not! They were convinced that

BMC was losing money on every Mini sold. The competition career of the Mini was a success from day one both on the racetrack and in Rallies. The Mini was an instant 'Giant killer' beating Porsches on Rallies and 7 Litre Ford Galaxy V8 saloons on the race track. It has been fitted with twin engines, rear wheel drive, four wheel drive, V8's and rockets in its day and remains an Icon, unique in motoring history. Now in its final years before the BMW designed replacement bows in during 2001 we at RRCi salute the Mini. So enjoy the Magnificent Marvellous Magic Manic Minis in Miniature with Minuscule Models causing total Mayhem in our May edition! Welcome to the self preservation society.

Guess I will just drive over these wimps..



Mardave Mini

| | |
|-----------------------|---|
| Manufacturer: | Mardave |
| Model: | Mini Racer |
| Scale: | 1:12 |
| Power unit: | 540 type motor, 4 Cells |
| Gearing/Drive: | Spur Gears, rear Drive |
| Suspension: | Er none - Chassis flex |
| Other: | Foam Tyres |
| Desirability: | Excellent - Pocket money price, Minuscule moans |

Value for money: Maximum
Availability: Now

RRCi Sum up:

Minimum fuss, max value. Great indoor carpet racer for almost No money! It cannot fail to please.



Schumacher Wildcat Turbo Mini



Monster tyres help the 'go anywhere' capability

Ready to go straight from the box



What is this?

This 1:10th(ish) scale model is Mini meets stadium truck. This half pint monster is almost indestructible. This is the car you cannot take seriously - it is such serious fun! Tarmac, grass and dirt are all conquered by this two wheel drive piece of mayhem, wicked fun!

What do you get in the box?

The kit we used was packaged very nicely in a large 'window' box and included the Wildcat Turbo Mini, Futaba 27 Meg Radio, Cell pack and overnight mains powered charger. The box had everything in fact that you need to achieve a huge grin factor. The shell is even pre-painted and stickered so no excuses for not getting on with it. The Mini is pre-assembled so zero input is needed, just take it out of the box, charge the cell pack and go! The 'Turbo' moniker is new and reflects the fitting of the new Schumacher FET speed controller of which more anon. We added yet more cell packs and a discharger and rapid 12v charger to the mix and set off for some fun.

The shell comes pre-painted, very nicely too!

Design and construction

The chassis is made from one of the many Fibreglass/epoxy/GRP derivatives without which our hobby would be lost. Two hefty side chassis members are spaced out by heavy duty plastic mouldings to sandwich the Mabuchi 540 type motor and spur gear train.



The simple and tough chassis

The rear end is solid with no diff or suspension. The front end relies upon the 'give' in the fibreglass for springing. This sounds very crude but in practice it is very effective and combined with very soft, large diameter tyres it deals with almost any punishment you can hand out. During some fairly manic 'destruction' testing at our Mini Video shoot at Ashby a number of people tried to destroy the Mini but NoWay, it just bounced back for more. The nearest anybody got to breaking it was to bend the piano wire track rods twice, but a bit of brute strength and ignorance soon fixed that. The speed controller deserves a mention. It is the new Schumacher FET unit and it is very smooth. I would expect it to be very reliable in operation and in use it is the equal of a budget Speedo.

Driving

I can see no point in trying to give a in-depth analysis of this little bomb's handling. It is a pure fun car that is 100% pure fun!

Schumacher Wildcat Turbo Mini

| | |
|-----------------------|----------------------------|
| Manufacturer: | Schumacher |
| Model: | Wildcat Turbo Mini |
| Scale: | 1:10th (ish) |
| Power unit: | 540 |
| Gearing/Drive: | Spur gears Rear drive |
| Suspension: | Fibreglass flex! |
| Other: | Very Very tough |
| Desirability: | Huge, you will have a ball |
| Availability: | Now |

RRCi Sum up:
This really is a model which belongs in the 'Self Preservation Society'!! Terrific fun - always comes back for more punishment. Warning - do not take this car too seriously, it is seriously good fun.

Wildcat, as much fun as you can handle



With a very short wheel base, short gearing, and a well charged pack 'wheelies' are the order of the day. Going rapidly from reverse into forward motion can give hysterical back flips at the drop of a hat. The large 'bow tie' tyres give plenty of traction on tarmac and grass and the very soft tyres provide a lot of the missing suspension compliance. Basically if you want to steer in a particular direction you must back off otherwise it is a two wheeled vehicle - the rears that is! The Futaba Radio gear worked perfectly all day and nothing broke on the car - considering how it was treated that was testimony indeed. Now Uncle Tim I have a number of requests from the denizens of Traplet Towers to make this a 'company car' for the weekends so can we keep it? Please! **RRCi**



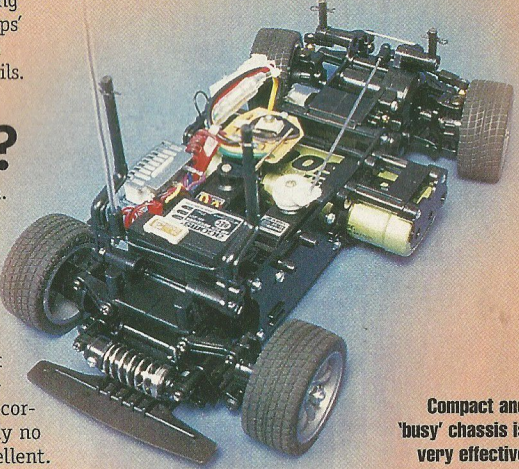
Tamiya Rover Mini Cooper

The ever popular Tamiya FWD electric 1:10th model is next. The Tamiya Rover Mini Cooper first appeared in 1994 and has been a popular model ever since. Available either as a straight Mini Cooper or as with the competition prize this month, a Monte' Mini. The basic car was so good they invented a race series around it, the Tamiya Eurocup 'M' section. This has developed into one of the most hard fought race series anywhere with Tamiya Minis being raced world wide. A huge number of 'Hop ups' exist for the car as a result. See the Tamiya Eurocup preview in this issue for more details.

circuit flat out, not a single 'lift', and this on a freshly charged pack of Powers 2000 cells. The kit gearing made the car appear dreadfully slow on the straight but once into the first corner the fun began. This model goes EXACTLY where you point it. I found it hard to imagine what I would want to change other than to change the gearing, fit a ballrace set and a somewhat warmer motor. The Tamiya cup will run 18 Turn 'hand out' motors this year for the 'M' chassis class, I must try and take in a round and have some fun! **RRCi**

Can I build it?

Construction of the kit is typical Tamiya. Excellent, clear instructions and good quality components that fit together well. The chassis is front wheel drive and uses a clever single Coil over shocker arrangement at each end. The Lexan body shell is very detailed with excellent decals. The chrome grill and bumpers look superb and make it worthy of being a display model. Some stockists may have the correct Tamiya interior which is unfortunately no longer imported, a shame as they are excellent. I used an interior available from Helger racing to give that extra scale look. A Mabuchi 540 type motor and a mechanical speed controller are included in the kit. You will need to provide a two channel radio with servos, I used an Acoms Alpha set which was perfect for the job. Additionally you need 7.2V cell packs and a charger. I say packs as this model is so much fun you need more than one pack so that the fun can carry on non-stop, this Mini is certainly up for it!



Compact and 'busy' chassis is very effective

Track test

This poor innocent model was taken to the Ashby circuit along with some of the other Minis. It was given a real pasting by everyone present and consumed about 6 charged packs. Everyone who had a go with the car loved it - and they certainly had a go! At the end of the day both front tyres were slicks, having started out as treaded tyres! The once pristine body shell also looked a wee bit care worn, shame it was about the nicest paint job I have managed so far. It was possible to lap the tricky Ashby

Tamiya Rover Mini Cooper

| | |
|----------------------|--|
| Manufacturer: | Tamiya |
| Model: | Rover Mini Cooper |
| Scale: | 1:10th |
| Power unit: | 540, 6 Cells |
| Drive: | Front Wheel drive |
| Suspension: | Friction coil spring damper units, double wishbones all round. |
| Other: | Tamiya Cup provides a race series for these Sky high |
| Desirability: | Everywhere |
| Availability: | Everywhere |

RRCi Sum up:
Totally addictive! The nicest scale model here. Body shell and decal set makes a truly superb shelf model. The metallic British Racing Green used was perfect for the model.

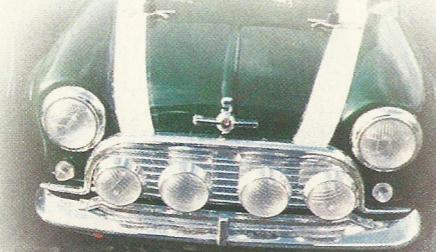


Kyosho IC Mini



The alloy plate helps to get the heat away

Those Spotlights cry out for a lighting kit!



"FWD with a .12 sized glow plug engine it is huge fun"



MK1 Mini Cooper, at home on the loose stuff

Kyosho IC Mini

Manufacturer: Kyosho
Model: Mini Cooper MK1
Scale: 1:10th
Length: 342 mm
Width: 164 mm
Power unit: .12 Pull start engine
Other: Torsion spring suspension

Desirability: Huge
Availability: Huge, from Ripmax stockists

RRCi Sum up:

Shares the accolade of nicest scale model with the Tamiya. Great fun with a genuinely zippy engine, perfectly in character for a Mini Cooper.

Next up is the Kyosho IC Mini. FWD with a .12 sized glow plug engine it is huge fun. As a model of the Mini Cooper MK1 it is sufficiently different from the Tamiya Rover Mini to want both. The front drive, IC power gives it a real Mini character. RRCi gave a full review in the January edition but just to recap here are the facts and figures.

suitable for display - but what a waste that would be! The engine fires easily and is very smooth.

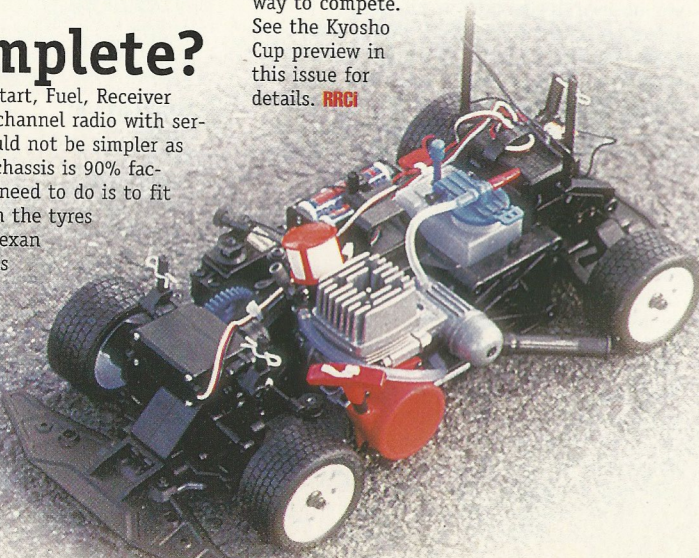
Race it?

The handling is fail safe with lots of run wide understeer. Like the Tamiya mini the Kyosho has launched its own race class. A special Mini class in the Kyosho cup will cater for standard Minis, making this a cheap and fun way to compete. See the Kyosho Cup preview in this issue for details. **RRCi**

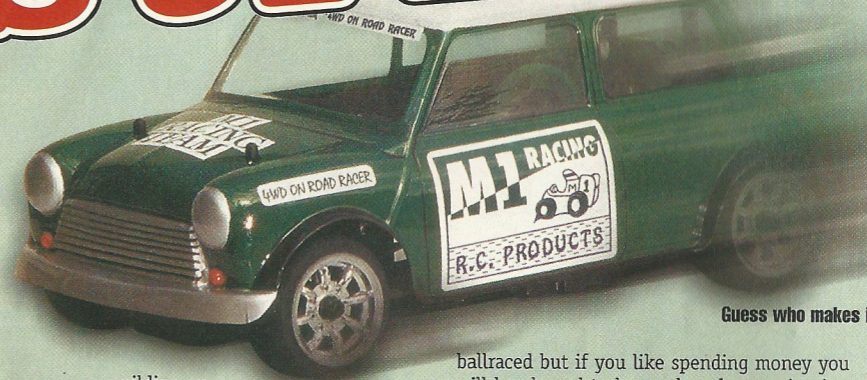
Is it complete?

You will need a Glow Start, Fuel, Receiver battery pack and a two channel radio with servos. Building the car could not be simpler as the FWD 'Mantis Petite' chassis is 90% factory completed. All you need to do is to fit servos and radio, glue on the tyres and paint the accurate Lexan type body. Window masks and an excellent decal sheet make painting the body a simple job and the high quality details like the spotlights, grill, fuel fillers etc. make this a real scale model

The completed chassis ready to go



M1 Mini Striker



Guess who makes it?

Building on the success of the Striker DTM is the Mini Striker. As many of you may know radio controlled models of the legendary little Austin Mini are nothing new, many manufacturers from both Britain and the Far East have managed to squeeze a quart into a pint pot and then along comes M1 Racing Products who have now managed to squeeze the equivalent of an Olympic sized swimming pool into this pint pot! M1 have obviously given a lot of thought into how they can give the buying public something different, something special, something like you have never seen before. How about 4 wheel drive? How about a carbon chassis? How about every go-faster extra you have ever wanted? How about we get started?

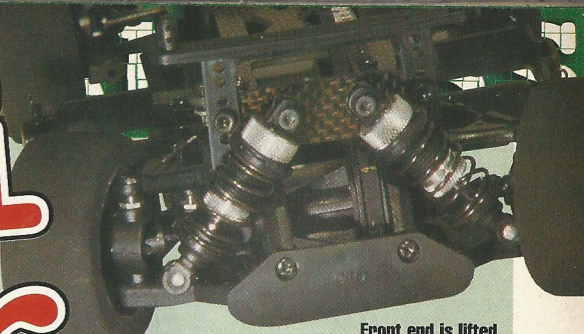
Build up

I will not go into a screw by screw account of building the kit only to say that construction followed the usual method that high spec. kits now adopt, build the diffs, fit into the gearboxes, fit to the chassis, build the shocks etc. The end result is one of the cutest racers I have seen, with no expense being spared. M1 Racing Products have again called on the masters of carbon, Fibrelyte, to supply the double deck chassis which keep the two gearboxes apart, this also provides the Mini with a very rigid set-up that will later be an asset when we get to track testing. The transmission follows the usual four wheel drive layout, the motor drives a spur gear on the layshaft from which a belt goes to the front diff. and a shorter belt goes backward onto the rear diff. Unlike its big brother, the M1 Striker, no provision is made for belt tensioning but with its coarse pitch and length this should not be necessary. At both ends we have a ball diff. with a screw through the centre for any adjustments needed, all familiar stuff, but then again why change a proven concept? The power finally exits the gearboxes through U/Js at both ends of the car, again a sign of quality, as these usually have to be purchased later. The 64dp spur gear supplied was rapidly changed for the more practical 48dp which tend to have a longer life when the car is used outdoors. As one would expect the transmission and wheels are fully

ballraced but if you like spending money you will be pleased to know that the steering is not and requires the purchase of 8 bearings to replace the supplied bushes. The front end is straight from the M1 Evo 2 Striker scale saloon this is of course a sensible move as virtually every possible steering and suspension set-up is obtainable, later track testing revealed a liking for a lot of castor and very little toe-in. At the rear only the camber is adjustable with the toe-in factory set at approx. 1. Up to this point things looked great then I came to the oil filled shocks, I was a little disappointed to find only plastic bodies but they soon proved to be perfectly adequate bearing in mind the small amount of suspension travel on this racer. Having built all four shocks and filled them with 30 wt oil progress was rapid and nearly coming to an end, fit the trued and glued wheels/foam tyres which have the now standard hex. Bolt on the body mounts and the stick pack battery holders and the M1 Mini was almost there with just the radio equipment to squeeze in. The fitting of most of today's radio control gear with a compact electronic speed controller should cause no problems and finally M1 leave a big round hole in the rear gearbox for you to fill in with the motor of your choice, I dropped in my faithful Corrally 13 triple, a wrong move as it later turns out. Wrapping up the package is of course the legendary Mini body shell, made here in the UK by Racecraft, and a quick trim and a coat of British Racing Green finished the M1 Mini off.

Day 2, A day at the races

But first a secret test session at the very fast, smooth Bedworth circuit near Coventry, as expected the car was extremely quick, too quick for me in fact, and a sensible set up was called for, Paul from Kits & Bits came to my rescue with the loan of a 17x4 motor. Cheers mate, you can have it back when I see you again, it wants skimming anyway. Back on the track the M1 Mini was transformed, with the milder motor the car could now be pushed confidently and predictably in the bends then powered out and had lost none of its straight line speed. The kit supplied tyres seemed a little too firm on the rear but fine at the front and a later change to a softer



Front end is lifted from M1's 'big brother'



The M1 is a top line scale touring car in miniature

"The front end is straight from the M1 Evo 2 Striker scale saloon"

compound proved this right but this just a matter of trial and error. Later testing at the Ashby circuit the kit tyres proved to be perfect with very little wear taking place. As with all scale saloons a good set up is important to get the best out of them and because the M1 Mini has also a short wheel base this is even more so, but thankfully M1 have built in all the adjustments you will ever need. At the evening meeting the little Mini proved to be great fun to drive and certainly did not disgrace its self amongst the usual crop of scale saloons, now I wonder if I can sneak it on the Tamiya Eurocup starting grid while they are not looking! Want to see another cheat? For those of you who scorch around the Axminster at the local indoor club, take a twelfth scale BMW body shell and 1 x M1 Mini, place first on second and you have got one heck of a carpet burner. **RRCi**

M1 Mini Striker

Manufacturer: M1
Model: Mini Striker
Scale: 1:10th
Power unit: 540 type motor (not supplied)
Desirability: Mmmmmmmmm YES, a mini masterpiece.
Availability: The M1 MINI STRIKER is available from main M1 premier dealers, for your nearest, contact Model Stop Distribution . Tel. 01785 228823 Fax. 01785 254591.

RRCi Sum up:

This sophisticated racer is bound to please. Top notch components. A real mini scale saloon OK for racing at your club but no go for BRCA regulations.

HPI RS4 Mini IC

We replaced the excellent kit Accord shell with a Mini shell courtesy of CML.

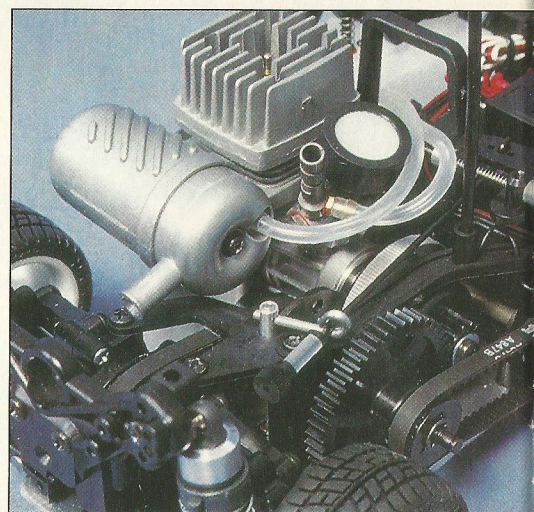
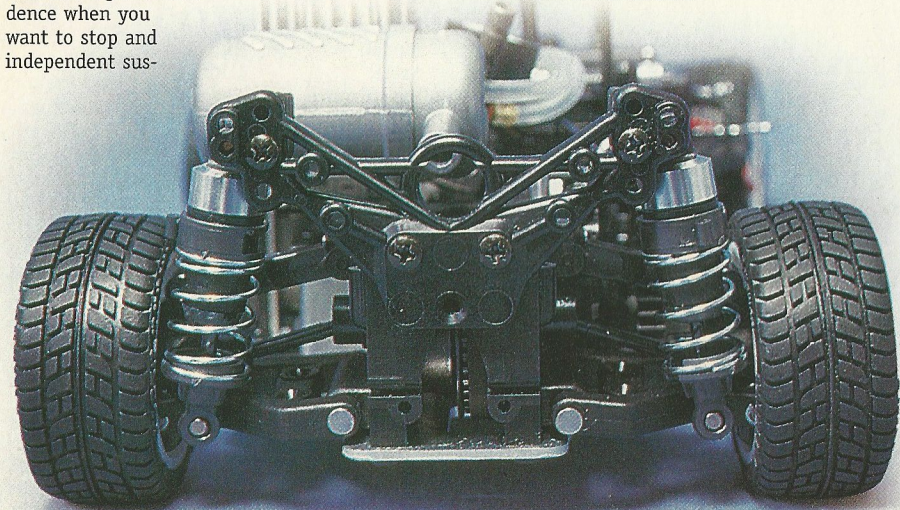


Minuscule Miniature Masterpiece

How much can you pack into a 1:10th mini? The RS4 is powered by a .12 glow plug engine and has 4WD via a belt drive system. A single disk brake gives confidence when you want to stop and independent sus-

pension with wishbones, oil filled shockers and coil springs should give secure handling. The fuel tank has a primer button to make starting easier and the engine is fitted with a recoil, pull start mechanism. The rather nice 5 spoke 'touring car' wheels are fitted with treaded tyres with foam inserts. The instructions have some excellent safety advice for all users, well done HPI.

The rear end is where most of the differences are for 208 or 225 mm wheel base



You can squeeze a two speed in here

What else will you need?

The kit box helpfully points out the other bits you will need. A two channel radio set with two servos and a battery box and switch. A glow start. Some Nitro Fuel. A plug spanner. Paint for the shell. Ready to go?

Kit build

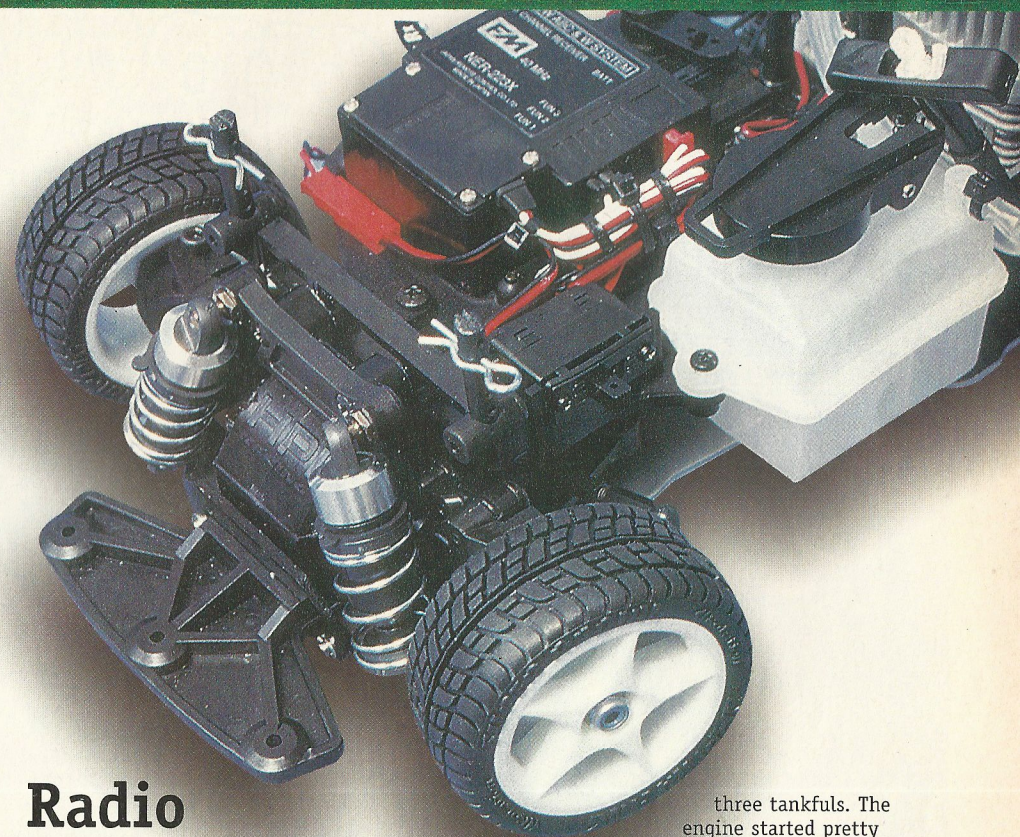
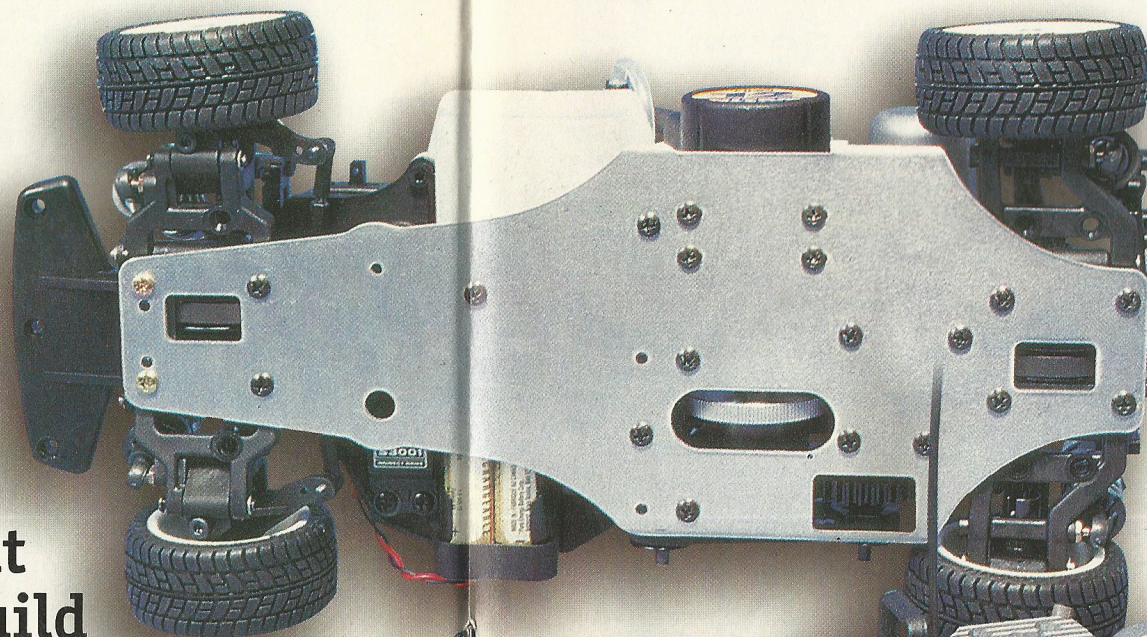
I decided to build this model as a Mini for this feature article but the kit can also be built as other cars. A very nice Honda Accord bodyshell was supplied with the kit, nicely detailed and moulded. The wheel base can be set at either 208 or 225 mm. I built it as a 208 mm and fitted it with a Mini shell in Lexan from CML. Alternative body mounts are also provided. The instructions are very straightforward and clear. A number of additional sheets are included. I read through these and the manual and then I marked up the places in the manual where I needed to refer to the additional sheets. I will not go through all of the build screw by screw but I did make a few notes as I went.

Small front bumper is surprisingly effective

Bits and Pieces

The front shockers have a very short travel, I built mine with a slimmer spacer to give a couple of millimetres more travel. I used plenty of grease when I was building the diffs and they were very smooth as a result, buy more grease if needed. I found that the screws were hard to get under way on the rear brake assembly, persevere. I was surprised how often a part had to be slightly modified according to the manual. I felt at times as if I were part of the HPI development team. Although the instructions were generally very clear a simpler font for the bag descriptions would be helpful, the 'C' was particularly unclear. When you are assembling the suspension 'gray' means 'bronzé' for the ball ends. If you get confused at page 10 about the front suspension bottom bracket (A350) look at the drawings on page 4. A pat on the back for HPI for the drawings on page 11, it is useful to know for future strip downs exactly what went into the pre-assembled clutch. Assembling the engine mounts to the engine is a lot easier if you have an Allen driver, just use the Allen key for the final fixing.

All Alloy chassis plate helps to keep this manic mini cool



Radio

Not a lot of space is left when you have built the chassis and it seems impossible to get two servos and a receiver in there! But you can, and they do (Fit). Once the radio is installed the car has no spare space at all and looks very impressive, what will it perform like I wonder?

Running the car

I was really up against it for time before the Video session at the Ashby circuit so I ran in the engine on a stand for

Just like the real mini the HPI has maximum space efficiency!

three tankfuls. The engine started pretty much first pull and ran sweetly through the running in period. When I got to Ashby it started easily and ran well with a fair turn of speed and idiot proof handling. Later it refused to start so as the Video footage was in the can we concentrated on other models. I should have known better, as it had been such a sweet starter bells should have rung when it would not start - yes you guessed it - the plug had died. After fitting a new plug the model was once again a sweet, easy starter. On a circuit it is grossly under geared, something you would not notice if you were using the car around a car park or whatever. The car is great fun and comes well recommended for something different. I hope to try a different exhaust system and a two speed on the car later and I will report back on the difference that makes. My only concern at the moment is that the model seems to run a wee bit hot, I will investigate this further. **RRCi**

HPI RS4 Mini IC

| | |
|-----------------------|--|
| Manufacturer: | HPI |
| Model: | RS4 Mini/CML Bodyshell |
| Scale: | 1:10th |
| Power unit: | .12 size glow plug engine |
| Gearing/drive: | Spur gears, Belt drive system for 4 Wheel drive |
| Suspension: | Double wishbones and Oil filled shockers with Coil Springs all round |
| Desirability: | 200% |
| Availability: | Now |

RRCi Sum up:

Fun Fun Fun Fun Fun, and it sounds good too!

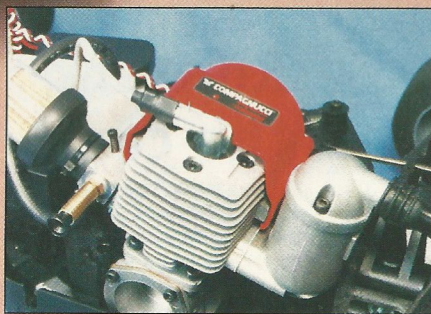
Compagnucci Mini Cooper



The 2 stroke engine is economic to run and a very easy starter

What have RRCi 'bagged' this time?

The Compagnucci Mini is a 1:8th scale 4 WD Two stroke petrol engined mini. It should offer easy starting and cheap running costs. This Italian model comes in a holdall containing everything you need for a days fun and with 30 minutes running from each tank available you can have a whole lot of fun.



What do you get?

Pretty well everything is the answer. A large, attractive, zip holdall contains the following: A completely assembled Mini chassis with ABS shell, Futaba Attack 27 Meg Radio transmitter, Electric starter and adapter, Fuel bottle, 12v Charger unit, Decal sheet, Manuals. The radio receiver and servos are already installed and the shell is self coloured requiring no painting. All that is needed is to charge the two on board 4.8v Nicad packs, one each for the total loss ignition and one for the receiver/servos.

What do you need?

To be prepared to have fun! A 12v supply, the family car battery is fine. Some petrol, leaded or unleaded. Some suitable 2 stroke oil. Batteries for the transmitter. A large, relatively smooth space or a race track.

Chassis design

The chassis is made from a high impact resin material that promises great strength along with resistance to both heat and shock. The suspension geometry claims to have been influenced by full sized design with the team having collaborated with the Alfa Romeo, Ferrari and Motori Moderni Teams. Hmmm. Not too sure that last one is a plus. The suspension settings are fixed to allow maximum track time and in the words of the brochure dispense with 'setup

Rolling chassis exactly as it comes out of the bag



Ready to attack the Ashby Wouds circuit

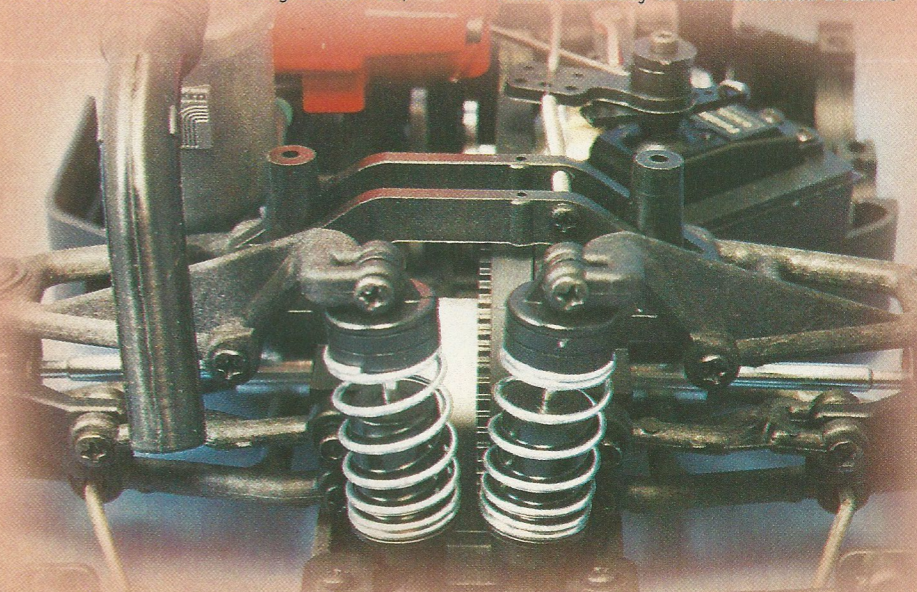
testing which is often a waste of time', so give it up Ellis, Andrew, Craig, Andy and the rest, it is clearly not worth the effort! The suspension is inboard both front and rear by extended rockers and in reality it worked fairly well within the limitations of the tyres. A very strong roll bar is also present, but then again given the weight of this model it could hardly be a light-weight one.

Body Beautiful

A number of optional bodies are available. Ferrari F1 and F50 GT, Subaru Impreza, Citroen Saxo and Lancia Delta (a rave from the grave and no mistake). In Italy the bodies are available as ABS or Lexan but we believe only the ABS bodies are available in the UK at this time but this may change. The Mini shell as supplied is OK, not quite accurate and the window shapes are well out but overall it captures the look of a cheeky early Mini very well. The decals were of a good quality and went on without any problems. The wheel design is strange, it looks like a very famous aftermarket alloy wheel from the late 60's and early 70's, funny that was Italian too as I remember.

Accessories

Compagnucci markets a range of Hop ups including shock absorbers, Electric conversion sets to battery operation, two speed gearboxes, carbon fibre chassis and racing circuits! Yes,



Suspension is inboard operated by rockers front and rear

the catalogue boasts 5 different tracks which are available and are built up from rigid panels. So I will have 6 Minis and a CVX00001 track please Santa!

Well, fire it up then!

Yes, er well I tried. Problem was the on board pack was not fully charged with a 30 minute charge so a) it did not want to run and b) when it did it promptly drove out of radio range, spooky. Once I had established what the problem was I gave the on board Nicads another 'conditioning' charge and all was well. From then on the engine has been an easy starter, I use the small 12v supply battery I use for starting my 'Pink Peril' Kyosho Model Aeroplane and this is perfect as it is



Bagged and ready to go, model on top, radio, starter etc. in the bottom

scale saloons they would surely have been a better choice? In fact during filming for the RRCi Video we managed to 'Chunk' a rear tyre quite badly during what I considered fairly mild abuse.

Sum up

That is the end of the moans, period. I liked this car immensely although I did not expect to. It is extremely economic to run as it uses petrol rather than Nitro and the claimed 30 minute running is definitely possible on a tank full. It really turned me on to running larger cars, they suit me as I can see them (That age thing again)! As a result I find them much easier to drive and I stay on 'the island' a bit more. In fact the Mini has made me do something about trying something even bigger, a 1:5th car so watch this space. Come on Ripmax, when does the Compagnucci Cup start for all of us 'oldies'? RRCi

Compagnucci Mini Cooper

| | |
|----------------------|---|
| Manufacturer: | Compagnucci |
| Model: | Mini Cooper |
| Scale: | 1:8th |
| Power unit: | 2 stroke petrol engine, external electric starter |
| Desirability: | Yes please, can I bag one now? |
| Availability: | From Ripmax dealers nationwide |

RRCi Sum up:

What a great idea, put everything you need into a holdall and go and have some fun.

Lauterbacher 1:4 Mini



A masterpiece of German engineering the Lauterbacher has to be seen to be believed. 1:4 scale with a 22 cc pull start engine this 4 BHP, 70 MPH model is the nearest thing you will get to real Mini racing.

Running on a 2 stroke petrol mix it is probably cheaper to run than a 1:8th scale Nitro car. The superb German engineering however ensures that the initial purchase is anything but budget. The whole model is superbly built with the highest quality components used throughout. Large scale models are not cheap, the Lauterbacher difference ensures that these are premium priced models for a discerning, and financially comfortable, audience.

If you fancy joining the ever growing large scale fraternity and this Mini is your heart's desire give Bob Styles a call at King Cobra Racing on 01706 250007 and expect to start negotiating around £1k. **RRCi**

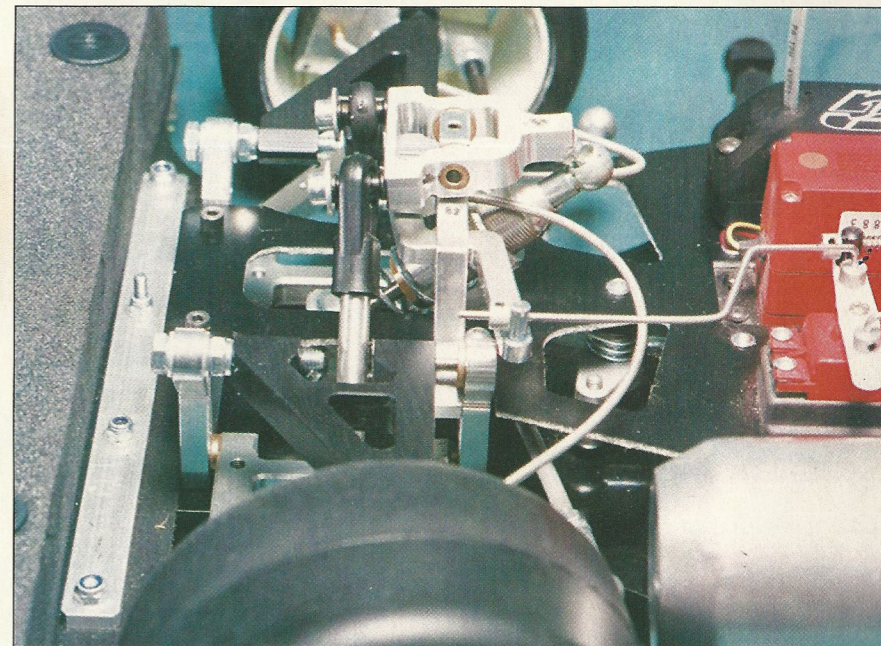
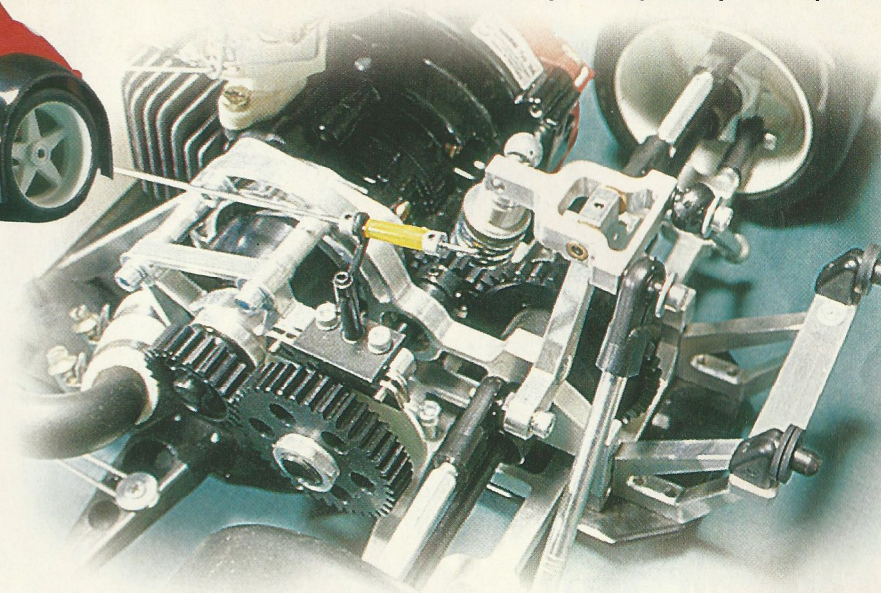
“this 4 BHP, 70 MPH model is the nearest thing you will get to real Mini racing”

Top view, top mini!



This model looks impressive from any angle

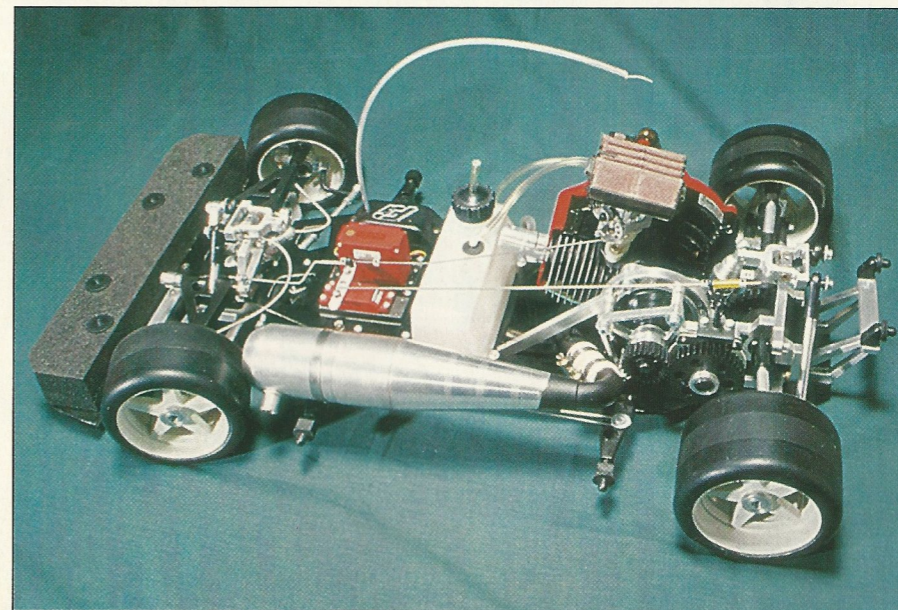
Close up on the exquisite suspension components



Rolling chassis ready to go

The 'busy' and beautifully crafted front end

“Component quality is first class.”



Lauterbacher 1:4 Mini

| | |
|----------------------|---|
| Manufacturer: | Lauterbacher |
| Model: | Mini |
| Scale: | 1:4 |
| Length: | 75 cm |
| Width: | 45 cm |
| Height: | 28 cm |
| Weight: | 10-11kg |
| Power unit: | 2 stroke pull start engine, Solo 23 cc or Tech 23 |
| Power output: | Sufficient |
| Desirability: | Massive |
| Availability: | Now from King Cobra Models |

RRCi Sum up:

We want one and we want it now! But will it fit our garage?

