

O.S. MAX 21VF-C ABC ENGINE

OS ENGINES have over many years become known for producing model engines of the highest quality.

Their wide range of engines cater for all pockets and requirements, and when OS produced their side exhaust, the Max-21 FSR-C ABC car motor it soon found its way into the higher echelons around the racing circuits being used by the early AMPs team using their suspension car, and of course this OS motor featured in the PB factory team with some considerable note.

However, there is change in all things and the trend moved towards the Italian motors, especially those with rear exhaust systems that most suited the later generation of suspension cars.

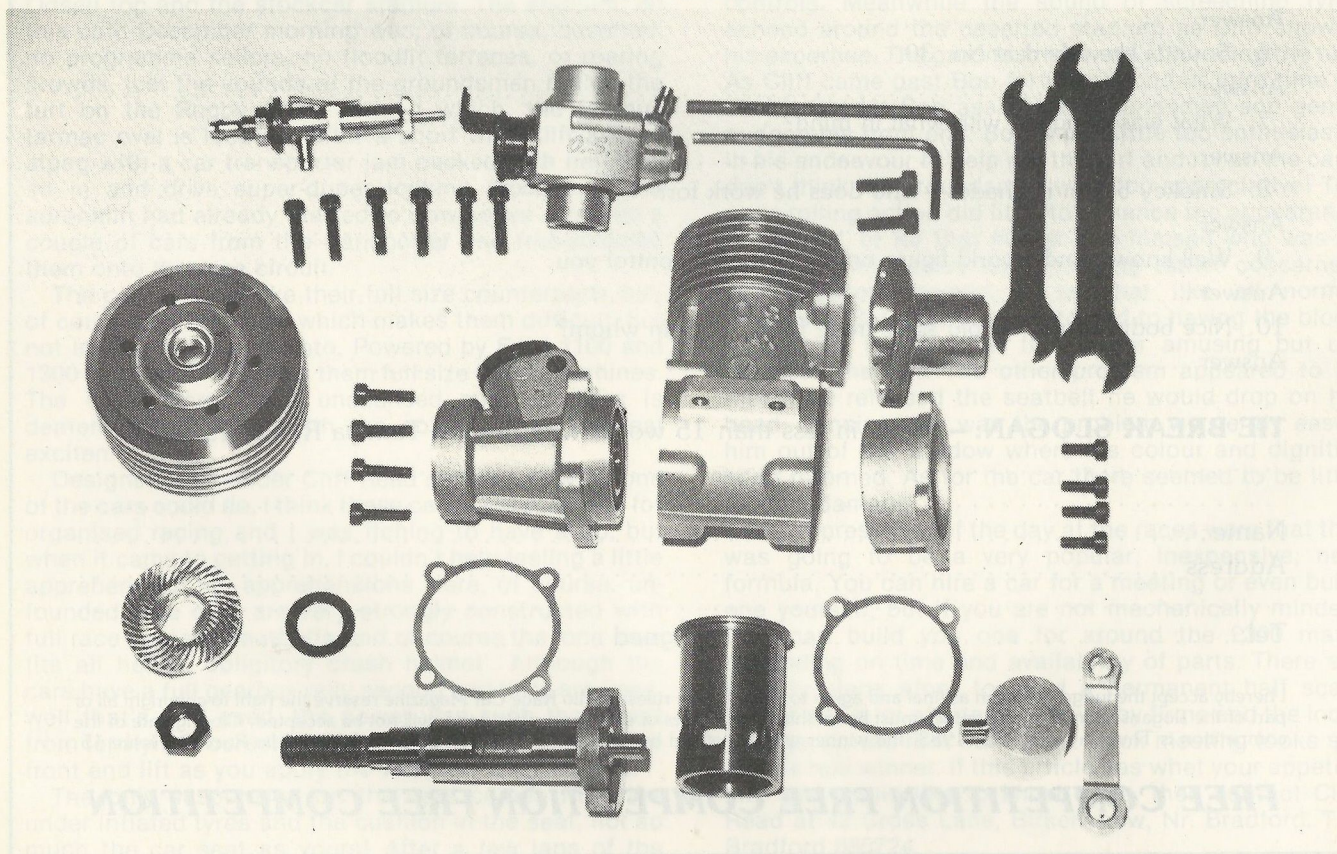
OS took up this challenge with the MAX-21

VFC-C ABC motor, offering high power output and designed to meet the stringent current car racing requirements. This motor has five part snuerle scavenging, ABC piston and liner, reinforced con rod and high speed bearing. It also has a high efficiency squish type combustion chamber.

On opening the box I was impressed by the very high standard of casting and external machining (I am told OS use all diamond tooling to provide this finish). Again that nice little touch that OS has, a small tool kit and angled manifold are included, and a plastic dust cap seals the carb inlet.

At first glance the most apparent change is the crankcase casting apart from the rear exhaust it now features a separate front casting (in the style of K & B), this is secured by four capped screws.

OS 21 VFR-C



Mutterings have been heard that this could cause problems by becoming loose, due to vibrations, etc, and may not be as reliable as a single cast crankcase (K & B motors had some similar problems in the past). On the other hand, of course, it does offer many advantages as well as ease of maintenance. If anybody has any small doubts it is a simple matter to locate the screws, drill and wire them, but I find it hard to believe that a manufacturer of this standing have not covered this line of thought in their design.

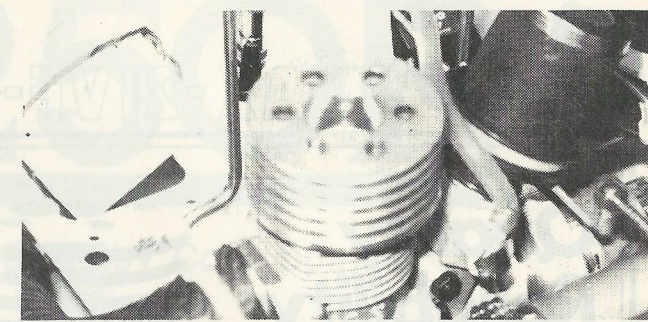
Another new feature is the inclusion of a new carb, the OS 2R which has a remote needle valve and an increased venturi of 8mm. This carb is not of the slide variety and uses the usual (for OS) barrel valve. The body is now secured to the crankcase inlet point by a sliding cotter, another subtle improvement.

It was while 'stripping' the motor that the really superb 'fit' of these components was apparent as well as the high standard of internal machining which include partly flowed liner ports.

In general the motor is not only well made but well presented and is good value at £57.95. Obviously I am not the only one to think this as I overheard a number of drivers at one New Year meeting saying that they would be buying one.

I have not yet had the chance to test the motor but look forward to the coming season when I feel sure it will perform well.

Let's see how it compares with similar motors and the cost of replacement parts.



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SPECIFICATIONS

Displacement	3.463 cc (0.211 cu. in.)
Bore	16.60 mm (0.654 in.)
Stroke	16.00 mm (0.630 in.)
Weight	282g (9.95 oz) w/heat sink Head, w/o needle valve
Practical RPM	2,500 - 30,000 rpm
Shaft UNF	1/4 - 28 UNF

COMPARISONS

	OS 21 VF-C	OPS 21 RE	PICCO RE
Price	£57.95 <i>incl carb</i>	£48.27 <i>no carb</i>	£55.99 <i>with carb</i>
Piston/liner	£16.42	£18.23	£15.35
C/shaft	£7.26	£11.94	£11.35
Con rod	£2.74	£4.94	£4.48
Carb	£15.99	£21.00	£15.79
	<i>Std with motor</i>	<i>9mm slide</i>	<i>9mm Picco</i>
			£15.94 <i>PB slide</i>

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