

ROUGH RIDER Revisited

JOHN VARLEY livens up this Tamiya veteran with the CRP range of accessories.

Hands up those of you with a Tamiya Rough Rider. Now hands up again those still putting it to regular racing use. Do I now perceive some of you with your hands down. If so, have you seriously considered a major renovation job, because CRP Products of America have almost every bolt-on goodie to give you a very competitive package.

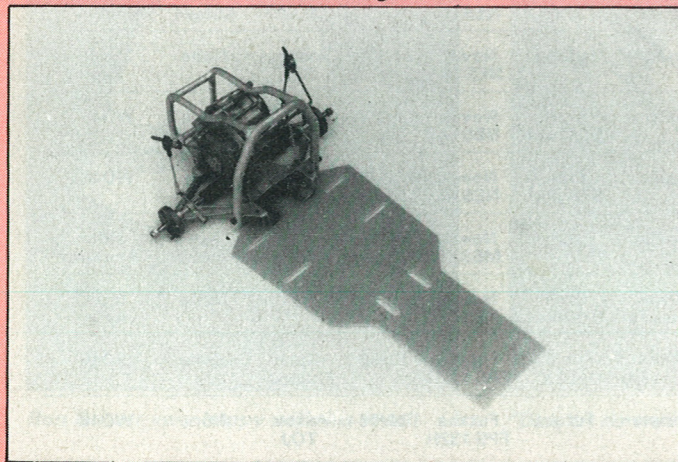
CRP market parts for most of the popular 1/10 buggies, such as Scorpion, Dogfighter, Frog and Rough Rider. Perhaps even more, but so far we are not aware of them. As and when CRP have any new additions to their range they will no doubt forward them for showing in our Market Place section.

Our Editor (God bless him) posses-

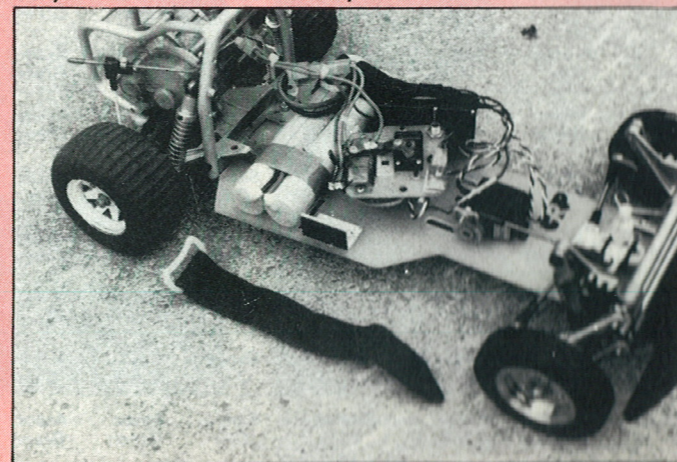
sed a well worn Tamiya Rough Rider, that he appeared to have developed a very close attachment to, regularly waxing lyrical about its potential virtues. With a little persuasion, this was passed over for a test bed to build and appraise as many CRP parts in our possession at this time.

Before fitting any new parts, close inspection of original parts to be re-

Most obvious new item is the 1/8in. thick epoxy glass Butterfly Chassis, but this photo also shows the Sway Bar, Rear Axle and Modified Rear Cage from CRP.



The Velcro battery straps secure the nicad pack as the original plastic crate has been dispensed with.



tained is necessary. In this instance we are retaining gearbox and differential, universal joints, rear swinging arm suspension arms, front suspension arms, steering arms, front stub axles and front suspension support brackets.

Our car already ran with front wheels and rear drive shafts ballraced. An early Nodis differential had been fitted and ran with a smoothness and precision that suggested we left it well alone.

Diecast suspension arms and gearbox casing were cleaned by Brillo pad in water, and the surface finish this produced, gave all parts a virtual "as new" appearance.

this being a two-part fabrication, with steel shafts and anodised aluminium hub carriers. The hub carrier is drilled and fitted with a hardened spring pin to locate through the Tamiya hub when this is clamped in position.

We further enhance and protect the rear of our car with an anodised welded alloy roll cage, this being drilled and tapped to locate both shock absorbers and new anti-roll bar kit. CRP term this a sway bar kit, the bar allowed to pivot and be clamped by a thin wall brass tube across the rollcage. This is fully adjustable for height and tension, and most definitely has an effect on handling when set up to suit the conditions of the day.

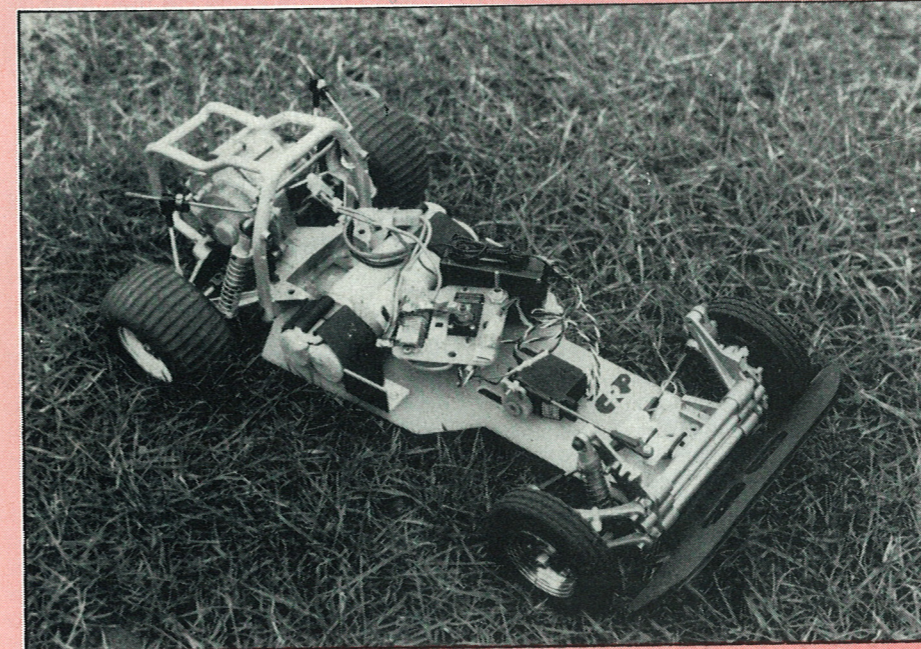
Your original shock absorbers are retained, but are improved with the use of CRP's shock absorber rebuild kit, comprising new piston and all seals. Further improvement is made by using the adjustable coil spring assembly, with alloy spring retainer, plated spring for corrosion resistance and alloy clamping collar for adjustment of spring compression.

To complete the work on the rear of our car, we added the chrome plated outer half of the rear hubs. This in no way adds anything to your car's performance but certainly adds to its appearance.

With the original radio crate discarded, we have to find a means of retaining the 7.2 volt battery pack. CRP have come up with their own velcro straps. A very neat and quick means of holding batteries, positioned through ready made slots in the chassis.

Velcro is also used to assist in holding down the body sides. Aluminium brackets with velcro double sided to them are supplied along with all necessary screws and nuts, and pre drilled holes in the chassis are there to position these brackets.

We move further forward on the chassis and find slots milled to allow tie wraps to pass through the chassis to help retain the steering servo that is initially servo-taped down. Your old steering is discarded because CRP supply the entire adjustable assembly, working through their own moulded nylon servo saver. This servo saver is an Associated lookalike, with track rods made from studding with rose joints each end. The actuating lever from servo to servo saver is supplied in the kit, made up as per the track rods. A small percentage of bump steer is experienced with this assembly, with limited amounts of toe-out when the suspension is depressed to its extreme. This, however, would have little, if any, effect on the cornering potential of the car.



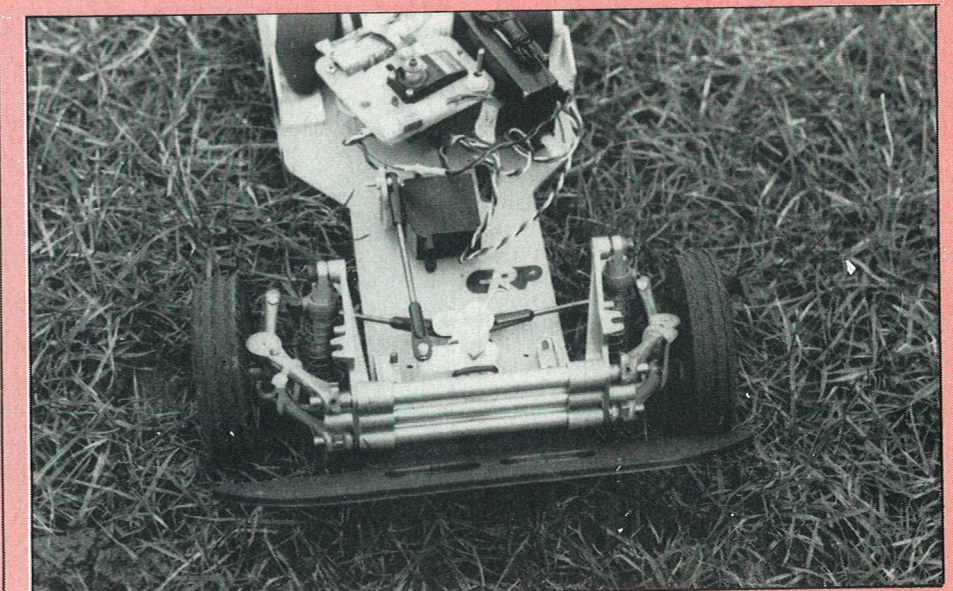
This view of the completed rebuilt Rough Rider shows how much more modern the car looks. Right angled alloy strips in front of the battery pack carry Velcro pads for body mounting.

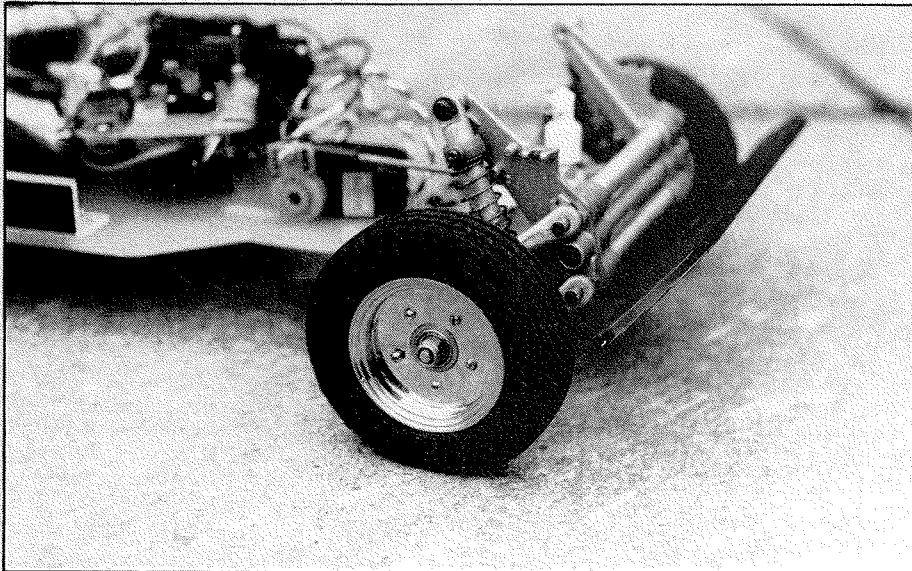
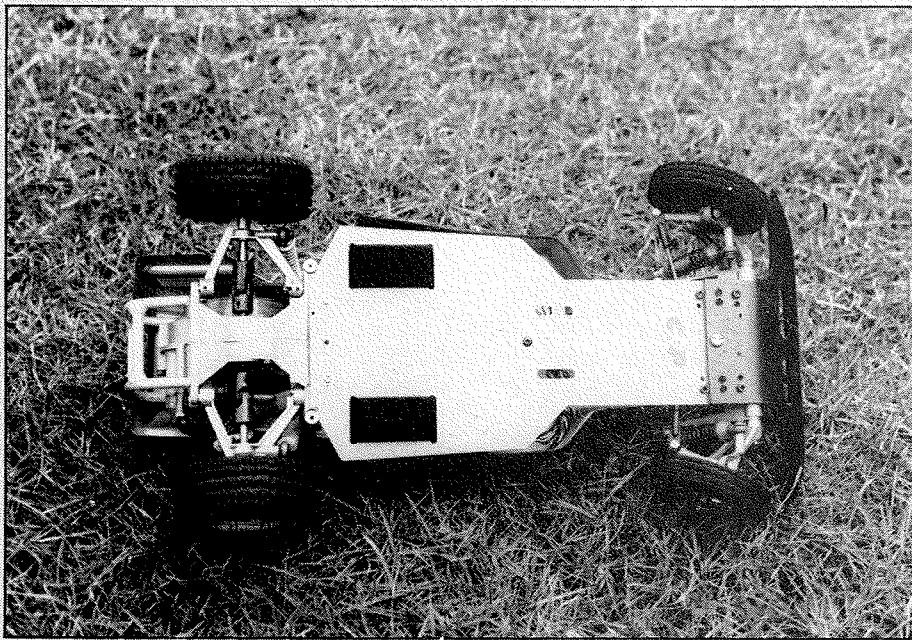
Photographs connected with this article, show clearly all parts used, and the most obvious part being the high quality fibreglass chassis. This comes made from .125 inch (1/8) material, ready drilled and milled to take every other bolt on part.

Let us begin our build-up programme here, with the attachment of the gearbox and differential to the chassis, retaining the ubiquitous Mabuchi 540 motor.

Swinging arm suspension and the strong universal joints are refitted along with the ball races for the smooth running of rear drive shafts. New CRP rear drive shafts are fitted,

The knowledgeable will find the half-inch increase in the track of the front wheels very apparent in this view. The sturdy Quick-steer replacement steering arms are also visible.



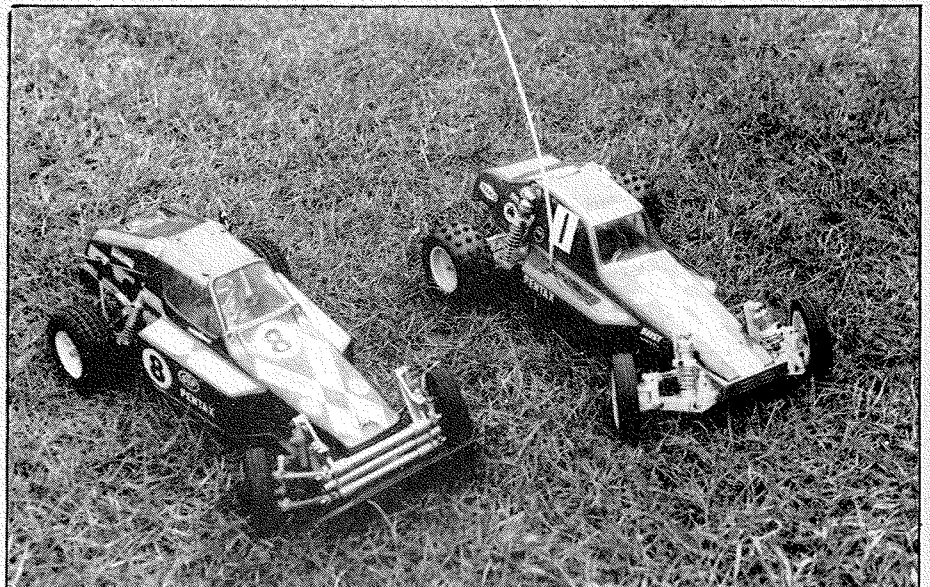


Top, underside view shows how clean the chassis is. Above, the chromed plastic wheel hub is primarily cosmetic.

What now does have an affect on cornering is CRP's wider front track assembly. I have always been of the opinion that the Rough Rider's front track was a little on the narrow side and now you can enlarge that by 1/2 inch by replacing the tubular alloy cross members with longer ones provided.

The longer members fit into your existing suspension support brackets and you also retain top and bottom swinging suspension arms and steering arms.

Ready to race, the new look Rough Rider faces up to the latest from America, the Associated RC10.



The suspension arms now pivot on CRP's hardened and ground pins that fit through the support bracket and into the tubular cross member. These pins have flats milled on their end, to clamp the suspension arms in position.

As with the rear of the car, we replaced the outer half of the front hubs with the chrome plated mouldings, to improve appearance and then finished off our build with CRP's Poly-flex front bumper.

Further bolt-on parts are available for the Rough Rider, but at this point we have on this car everything to give the driver a competitive package.

Every part that we have had the good fortune to receive from CRP has proved to be of very good quality and helps to improve any car they are fitted to.

Bear in mind that CRP are continually adding to their range, so watch these pages for further developments.

Interested parties should contact SRM Racing, 140 West Street, Fareham, Hants. Tel 0329 233945. Listed below are all parts used on our Rough Rider.

Part

No. Description

- 1015 Butterfly Chassis
- 1017 Velcro Battery Straps
- 1023 Body Mount Kit
- 1504 Tamiya adj. coil over (silver)
- 1509 1/2" wide front end
- 1518 Tamiya Shock Rebuild Kit (long)
- 1537 Sway Bar Kit
- 1538 "Quick Steer" (Servo saver & steering)
- 1539 Front End Pins
- 1541 Tamiya Rear Axle
- 2516 .010 Shims (5mm)
- 2517 .015 Shims (5mm)
- 3010 Poly-Flex Front Bumper
- 3062 Tamiya modified rear cage
- 4015 Rough Rider Front Wheels
- 4106 Rough Rider Rear Wheels