

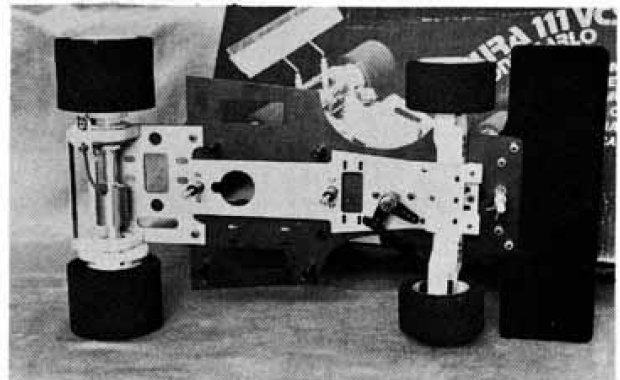
# The S.G. Futura Ilvcs. Monte Carlo

The S.G. Futura vcs. Monte Carlo was supplied for this review by the importers M.R.C. Model Rectifier U.K. Ltd., of Walkington, North Humberside. A big thanks must be extended to them for the loan of this car, particularly as at the time of writing, there are only 10 kits in the country. I believe all these are destined for team usage. The S.G. car, as many of you will know, is produced by that well-known race-ace Franco Sabattini of Italy. The car itself is the latest offering from this Italian factory and I'm reliably informed that it has performed exceptionally well on the European circuits.

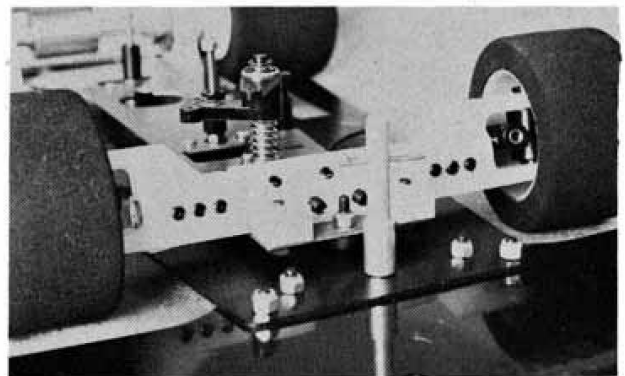
The main feature of the kit must of course be the rocking front end (see plate 2). This has already caused the car to be categorised as a suspension machine, but compared to the more sophisticated offerings about to make their debut I feel this term can only be loosely applied. That isn't to say that because the car does not have shock absorbers and a variable spring set-up that it cannot be classed as a suspension car—that's obviously open for debate. The rocking front end must add greatly to the overall superb performance turned in by this car on many occasions. The other distinctive feature on this machine is the twin disc brakes (see plate 3)... not one on each rear wheel as one might think at first reading, but close together in the normal single disc location (but on either side of the plummer block. The apparent advantages or disadvantages (as the case may be) will be described in more detail in the section regarding the rear end. So, on to the in-depth description of what the car's construction actually consists of.

## The Front End

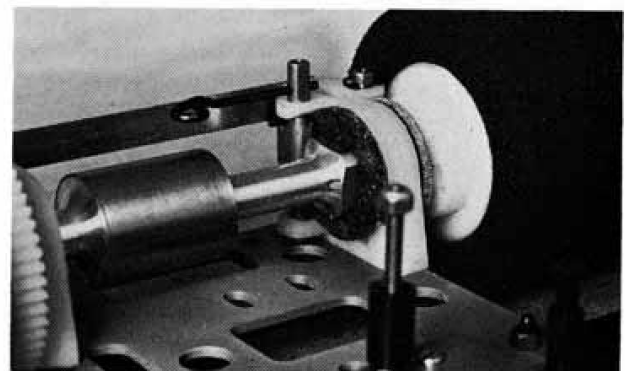
The Kydex-type front bumper is firmly secured to the unusual black anodised chassis via four counter-sunk screws. It seems an eternity since anodised alloys were used universally by all leading car manufacturers prior to turning their attention on fibre-glass. It struck me as being rather different to find a very modern car with quite a high content of alloy parts, including the chassis, rather than following the trend of turning to glass-fibre (see plate 4). The chassis itself is of a one-piece design with a doubler at the back to form a power pod. There is a central floating platform (plate 5) onto which the front axle beam and servo saver are located. This platform extends to the back edge of the fuel tank. The axle beam (or perhaps "beam" is the wrong word) consists of three parts all connected together by a steel pin, approximately 1/4 in. thick. The fact that all the parts can be swivelled around this pin make for a considerable amount of tunability in this region (see plate 2).



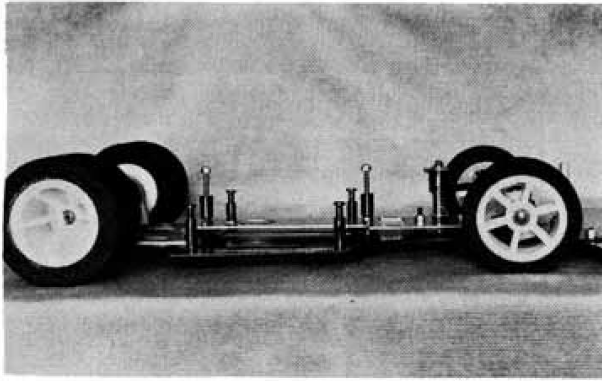
S.G. Futura III V.C.S. Monte Carlo



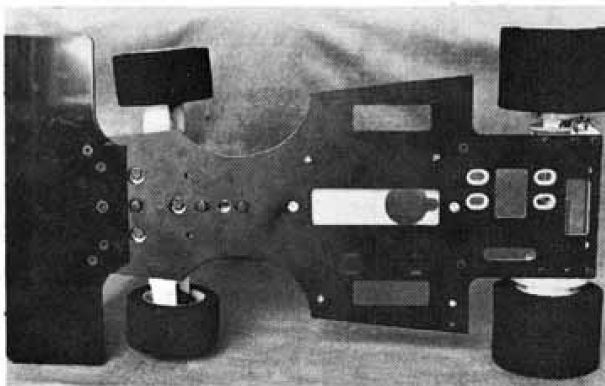
Ingenious rocking front end



Disc brake assembly clearly showing twin-disc set up



Floating plate can be clearly seen on the chassis



Underside view of chassis



Stub axle assembly and ball-raced wheel

To remove a front wheel was simplicity itself – only necessitating the loosening of a grub screw. The wheel then pulls free of the stub axle. The stub will then slide conveniently clear of the twin ball-races retained in the wheel. When the wheel and the stub axle are drawn clear of the stub axle unit the king pin will lift out and the stub-unit itself can be removed from the beam – not bad, when one considers we've only loosened a strategically placed grub screw! This set-up works because of an accurately drilled hole through the king pin.

Moving backwards from the front of the car, the servo saver is of a well proven design – a spring "V" configuration without any "slop". Behind this is the steering servo location point and behind this the flip-top sumped fuel tank. Also included in the kit is the now very popular and very necessary roll-over bar cum carrying handle (not illustrated).

The radio gear, when fitted, follows again a well proven formula of elastic band "suspension" in the case of receiver and batteries.

### The all important rear end

The motor location points can clearly be identified in the photograph. The slot in the chassis accommodates the lightened alloy flywheel. The bag of bits to complete the motor installation contain P.T.F.E. clutch shoes, needle roller bearings and various nuts and washers. The nylon plummer blocks contain the rather beefy looking diff. unit (see plate 6). This will obviously perform the duty it was intended for with exceptional ease.. To one side of the diff, there are the twin discs (mentioned earlier) one on either side of the nylon plummer block and of two completely different compounds. The idea behind having different compound structures is to give a more even braking characteristic. The inside disc is fastened to the diff casing and the outside disc is attached to the half-shaft thereby braking both aspects of the back axle when the brakes are applied. The nylon gear can be changed very easily, as can the wheels, being grub screwed to a flat on the half-shafts.

The tyres supplied were similar to those supplied in most other kits, following the well proven idea of supplying hard fronts a soft rears – definitely adequate for any would-be purchaser to get started on. Without actually trying the car it is difficult to assess their true potential.

Finally, the rear wing supports are of aluminium with grub screw retainers for the wing wire.

To conclude – definitely a car with considerable potential – look out for it in the winners circle.