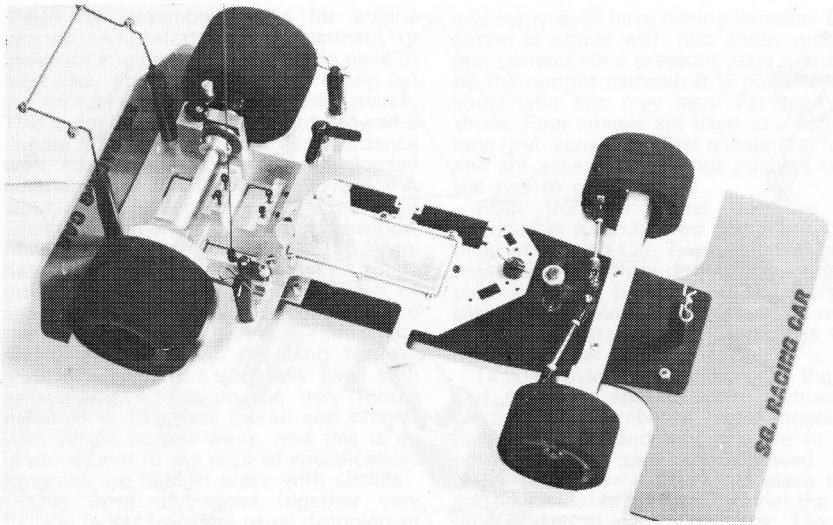


FUTURA III

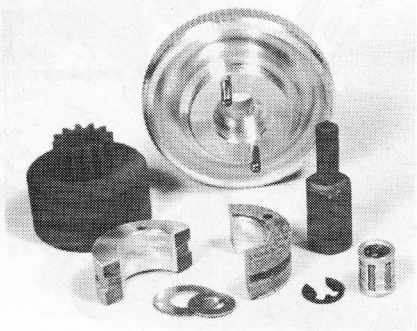
THE LATEST FROM ITALY BY "SABO"

FRANCO SABATTINI, driver-proprietor-designer of the SG range of r/c racing cars is happy in a very close association with neighbouring model engine firm of Super Tigre, indeed the G of SG is for Garafoli, the family making the engines. So one rather tends to think of his cars and the engines as going together like pork and beans and naturally the review of his latest Futura III kit includes the installation of a Super Tigre X21 . . . though not alas as yet the latest as used in the Euro Champs this summer. Futura III was very much the darling of a car-oriented German Toy Fair this year and is the result of a number of year's steady development.

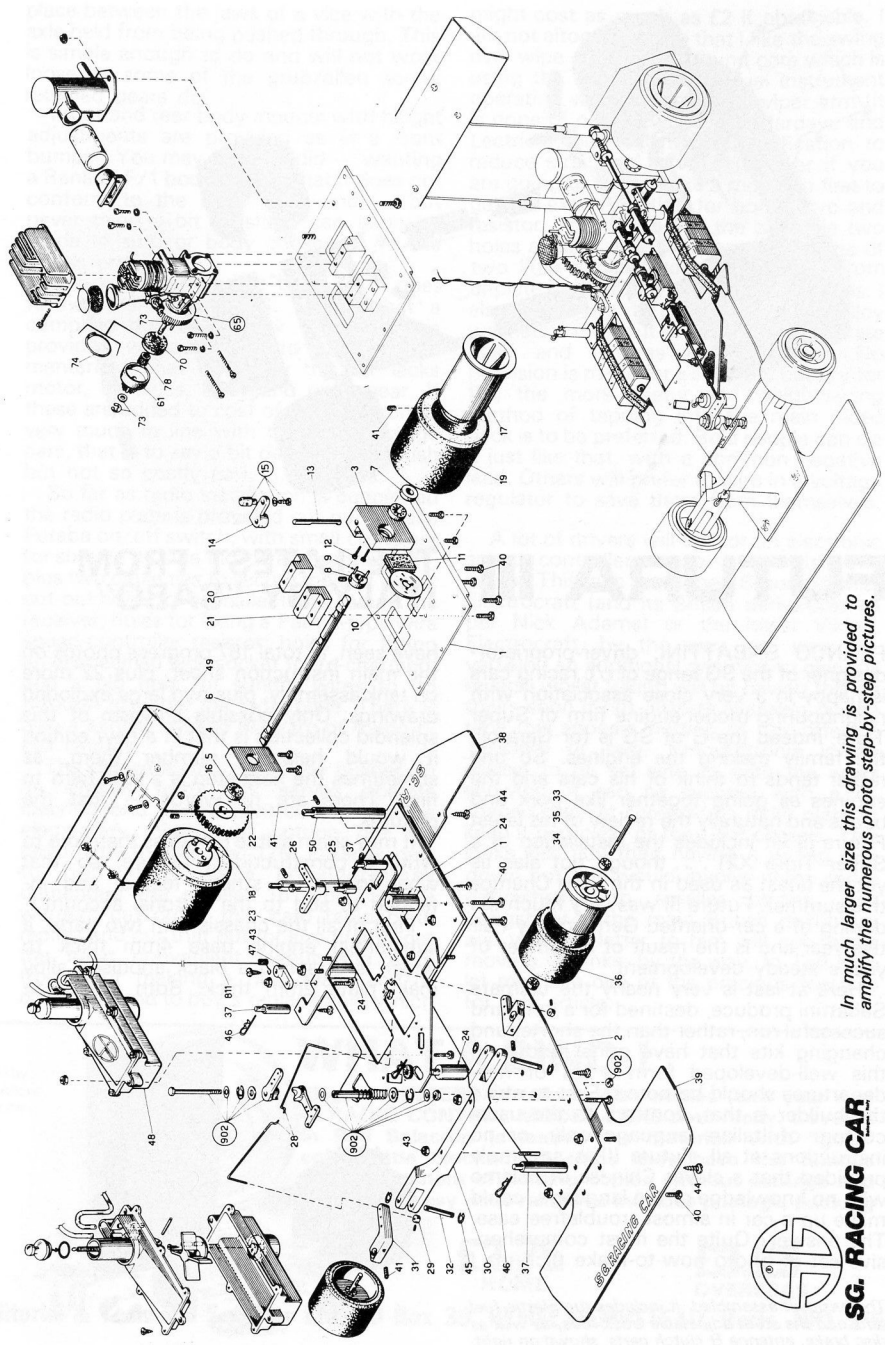
Here at last is very nearly the ultimate Sabattini produce, destined for a long and successful run, rather than the shorter and changing kits that have gone before. In this well-developed form a lot of new departures should be noted. First to strike the builder is that, contrary to the usual custom of Italian language only, or no instructions at all, Futura III is so amply provided that a clever Chinese or Eskimo with no knowledge of the language, could make up a car in almost troublefree ease. The answer? Quite the most comprehensive set of photo how-to-make pictures I have seen, in total 187 progress photos on the main instruction sheet, plus 22 more on tank assembly, plus two large exploded drawings. Only possible criticism of this splendid collection is that in a new edition it would help to number them, as sometimes the next step is a little hard to find. There are no words — just the pictures.

It may seem a little pointless therefore to write a constructional feature, so that what follows is strictly factual and intended to add to the pictorial account.

First of all the chassis is in two parts, a substantial engine base 4mm thick to which is attached a black anodised alloy main plate 2mm thick. Both are ready



The basic kit assembled. It includes the plastic fuel tank and the stout adjustable track rods, as well as disc brake, antenna & clutch parts, shown on right.



In much larger size this drawing is provided to amplify the numerous photo step-by-step pictures.

SG. RACING CAR

drilled for assembly, holes for engine bearers being slotted for adjustment or choice of engine. A separate radio plate of hard alloy about 1½mm thick ready cut out for fuel tank, servos and radio switch. This is anchored at the rear but allowed a degree of float at the front in accordance with current practice. A spring loaded antenna wire and fixing is provided. A stout nylon axle beam carries the front wheels, which are fitted with ballbearings, now shielded against dust and dirt. Very neat nylon axle blocks allow axles to be grubscrewed into place. Usual type of springloaded servo saver is connected to the axle blocks with stout track rods which screw into ball joint moulding for adjustment. These are unusually fixed with self-tapping screws to the very robust nylon parts. Originally the kit was offered with simple angled wires, and this is an improvement to the original specification. Kingpins are held in place with circlips.

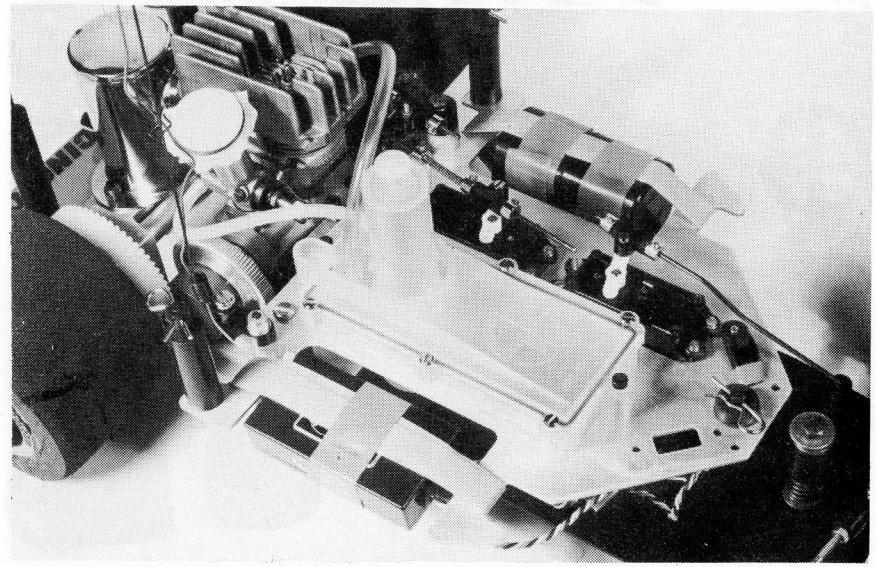
This front unit goes together very happily (apart from my usual dropping of circlips!) and the wheels spin very happily with a minimum of effort.

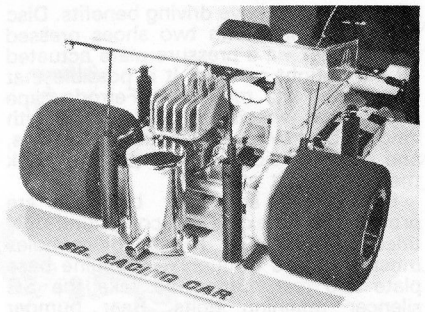
At the rear stout ballraced axle hangers house the massive alloy axle which combines strength and bulk without weight. Contrary to some cars the disc brake assembly is on the left (looking forwards) separate from the driving wheel and gear on the right. I think this separation makes for a neater assembly and many even have driving benefits. Disc action is simple with two shoes pressed into contact via a pressure plate actuated by the upright camrod. It is possible that some later kits may have Ferrodo type shoes. Rear wheels are fixed to axle with long grub screws against substantial flats, and are accessible without pushing back the tyre to get at them.

Both front and rear bumpers are provided in a flexible red compound duly titled SG Racing Car. Two additional holes must be drilled through rear engine base plate and rear bumper to take the SG silencer retaining bolts. Rear bumper screws also retain the nylon bearers that house the rear wing support.

Tank of nylon is supplied with the kit and merits a special short instruction pictorial for assembly. A highly ingenious baffle X is pressed into a sump in the bottom of the tank and screwed into place. A fuel line is fitted into place here and to the carburettor lead so that the last drop is used to leave a dry tank. The top section of the tank has a tall filler tube on top, with a spring loaded rubber ringed filler cap, with drip tray beneath. A suitable connection for both carb and silencer pressure line is embodied in the moulded top. A further fine rubber ring encircles the

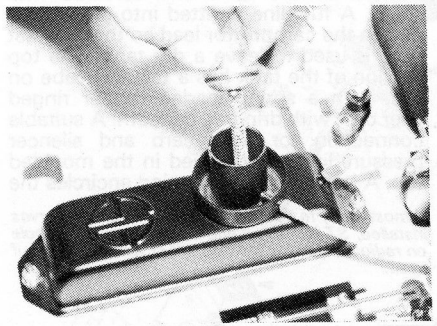
Almost ready to go with MRC radio gear and servos installed, ST X21 fitted and SG silencer. Spare hole on radio plate is for the "other" rx. on/off switch if used.





Rear end showing the silencer in place (drill your own holes) and also air filter — again SG.

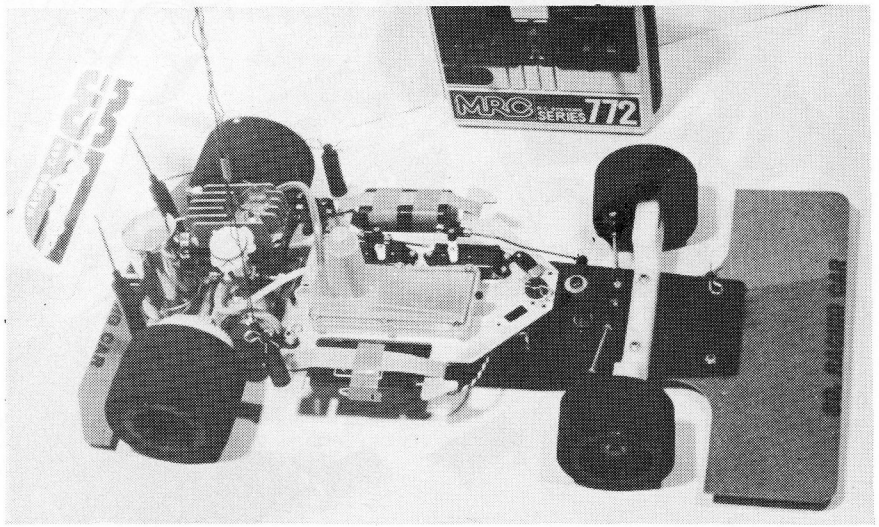
Below: Brass fuel tank available as an extra if so desired. Both types plastic and brass enjoy the springloaded filler.



top section which is screwed down into the lower part making a positive seal. Two further long bolts secure it in place in its custom built hole on the radio plate. A similar brass fuel tank is available as an extra option and has been seen around quite a lot this season, but should not be necessary — only a luxury!

Super Tigre fits easily into its designed place with the usual SG clutch unit which has an encircling ring to hold in the two shoes. These are now further improved by a metal strengthening casing which should effectively prevent any disintegration at speed, though we have not heard of this as a very usual problem. Alloy air filter with silk covering is the usual ploy, but SG are also offering a larger and neater plastic air filter with a much closer mesh plastic sponge. With dirt and dust so deadly an enemy of engines this is a welcome addition. Do not forget a suitable fuel filter in the tank/engine connection.

Radio installation gives an opportunity of installing the MRC equipment which MRC (UK) Ltd in the person of Jack Williams have generously made available. As the issue goes to press the car is ready for test and I hope that some of the London R/C Club SG enthusiasts will help me in giving it a track test to be reported hopefully in our next issue.



This shows the whole car with Tx in background — a most attractive and workmanlike assembly.