

As seen in last month's issue the new 1/8th Rallycross car has arrived from *Serpent*. The car is now called the 'Spirit M2' and a new bodyshell is available called the 'Dart'.

Trying to improve a car that won the BRCA National Championships series last year in the very capable (boring) hands of Steve White must have been a daunting task for *Serpent*.

Initial outings have confirmed however, that the changes made have proved successful as Steve White achieved F.T.D. at the recent E.F.R.A. G.P. held at Staverton and more recently too F.T.D. and first place in the 'A' final at the Ipswich round of the BRCA Championships, against all the new and improved other makes available at this time.

It is not intended that this article covers the building or setting up of the new car, but just to point out the changes made.

The chassis is now one-piece and slightly larger (10mm) and should provide improved handling. The top plate/radio plate is still of the three piece variety allowing for easy removal of radio equipment for cleaning, etc., without disturbing the suspension.

The fuel tank has been repositioned and a larger cut-out allows for easier fitting/removal of the engine unit. The disc brake unit is now immediately in front of the rear bulkhead and a new position for the throttle/brake servo has been provided.

Fortunately the very reliable ball tyre limited slip differentials have been retained with their plastic crown wheels and steel pinions giving (as standard) a 4% lead to the front wheels. This 4% lead can easily be changed to the rear wheels if preferred and a 50/50 split can be achieved by purchasing a spare crown wheel and pinion (front or rear).

New suspension

Completely new wishbones are provided as are new uprights with offset pivot points to achieve centre-point stay. Longer stroke shock absorbers (with a unique internal adjuster so that changing oil is unnecessary when different damping is required) and larger springs together with suspension travel limiters which are also adjustable complete the suspension and result in greater ground clearance. Anti-roll bars are provided both front and rear. Both front and rear suspension units are identical and as standard incorporate a large amount of castor. Wheels, tyres, bumpers, etc., are as 1986 'Cobra'. It is now possible to fit an extra disc brake unit to improve braking or retain all wheel braking when the optional centre-differential is fitted.

I understand that gear/tyre differentials are being tried and if successful should be available at a later date.



Spirit in the Sky