

There is nothing remotely competitive about the Bush Devil — I guess that you could call it a runabout for children of all ages — but if it's fun and if excitement is what you are after with a set of wheels that will go just about anywhere, then the Bush Devil is for you.

### What the Devil is it?!

Officially described as a 1/10 scale two wheel drive, off-road pick-up, the Bush Devil is of an undeniably old but nonetheless well proven design.

The running gear is all plastic — plastic bearings, gears, etc — the only significant metal part being the motor pinion. The shocks are of the coil-over-rubber type (which has proved more than adequate in practice) and the main frame is of the double-sided vertical type, with the two side frames being kept in place by horizontal spacers. The Bush Devil is complimented by Tamiya's usual excellent instruction manual that leaves very little to chance and a polycarbonate body that is big enough to be ever-so-slightly daunting but very impressive!

The build sequence is logical so long as you follow the instructions, the whole thing can be completed easily in just a few evenings.

the short one. If you don't do it this way it is extremely difficult to align the two since the differential is held tight once the bolts are done up tight.

The suspension arms are in two halves and need to be assembled carefully since each side is 'handed'. I've always found it simpler to lay out all the components in front of me first so that everything is to hand as each stage is completed.

With the rear arms in place and the rear body mount in place, the motor is bolted in position before moving on to the steering. This consists of a servo saver with three balljoints. One is attached direct to the servo and the other two are linked to the steering arms on the front wheel axles.

The chassis goes together using plastic spacers and the metal suspension stays are installed at this stage. The front suspension is now attached and the rubber-bushed radius arms are fitted to keep the arms rigid.

The speed controller supplied is the mechanical 'wiper board' type. This is fitted and the leads attached to the resistor before permanently fixing in position.

Make up and fit the shock absorbers and then fit your choice of radio gear. Full instructions are given to cover just about any type of radio and installation is easy and straightforward.

Once the wheels are bolted in place, the bodyshell can be painted and cut to size. Since this is called the Bush Devil, the paint job has got to be black based. I used 'Vader Black' after first painting the bumpers silver and masking off the windows. Make sure that the whole body is well masked when applying the silver, or overspray will ruin the black effect which is last to be applied.

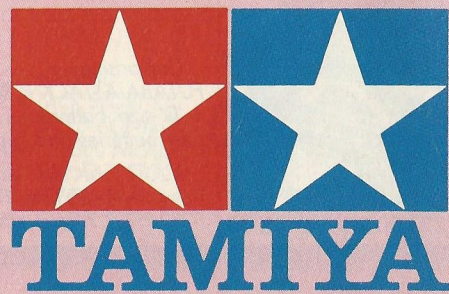
The stickers were excellent, giving real life to the car. Be patient! Care here will make sure that everything is symmetrical and the more care you take, the better the result will be.

### Happy Trucking Y'Old Devil!

Driving the Bush Devil was everything I had envisaged and a lot more besides. The only problem that I had envisaged was that, since the body was so high, the centre of gravity would also be high, tending to make the car overturn when pushed very hard in corners. Although it is possible to overturn the Bush Devil, the problem is by no means as extreme as I had thought and this is one fun car to push to its limit!

Although you will find that the Bush Devil is quite at home on most surfaces, ranging from hard tarmac through to fairly dense undergrowth, there is no denying that it is most at home on loose or wet surfaces. Fine gravel will test your skills to the utmost and the Bush Devil will perform quite advanced manoeuvres once you have found the 'knack' — spins, wheelies, pirouettes, jumps — all are possible and great fun to practice. Not only fun mind you, but spectacular as well! If you have bought

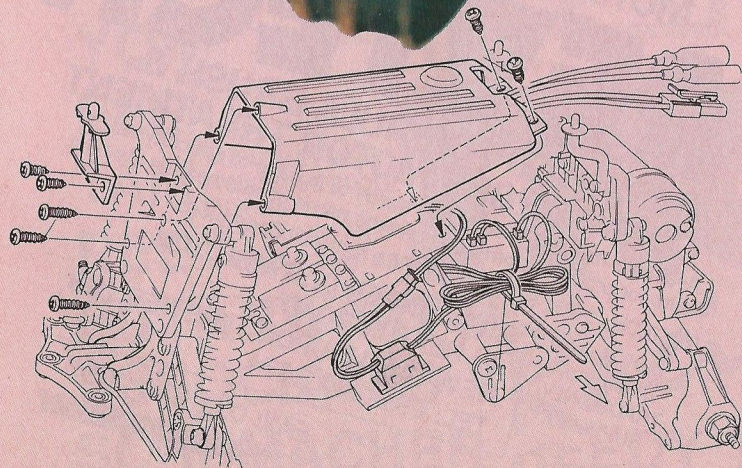
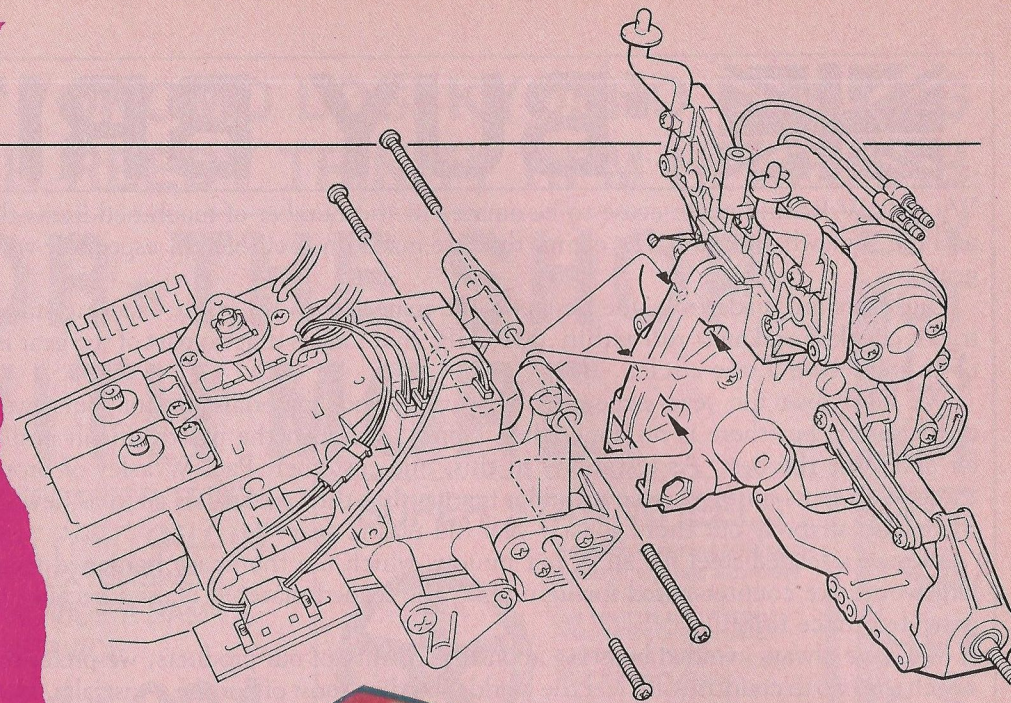
# BUSH DEVIL



the Bush Devil for yourself, then make sure that you drive it where there is no-one to spectate or you will find that your stick time will decrease rapidly as others admire your car and want to have a go!

### The Devil Rides Out!

The Bush Devil is, above all else, a car to have fun with. Compared to its four wheel drive brothers, it requires a different kind of skill to drive well, using the rear wheel drive to steer with power. As value for money (which roughly equates to fun per £), the Bush Devil is a sure winner. There are a number of 'hot-up' options available (coil over oil-filled shocks, etc), but there is everything included in the kit to give you exactly what you pay for — Fun with a capital F!



**Radio Race Car puts the Bush Devil through its paces.....**



### Putting the Devil together!

As we've said, the build sequence is straightforward. The differential and gearbox is first and this is really the only place that a tip might be of help when you build yours. With the differential and drive gear constructed, lay all the parts in one side of the gearbox assembly and dry fit the other half. Before bolting the two halves together, insert the gearbox joints that include the drive cups through the differential ensuring that the long shaft locates in

