

M1 Racing's DTM

STRIKER

**RUSS GILES TAKES A
LOOK AT M1'S SUPER LITTLE 'SCALE SALOON'**

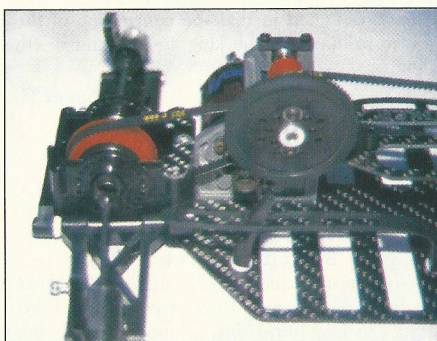
M1 Racing is a comparatively new name to the World of R/C model car racing, although their range of useful accessories have been available in this country for some time now. Because it's not every day that a new car manufacturer introduces themselves to the British market, I jumped at the chance of reviewing their first offering, the DTM 'Striker' 4wd Scale Saloon.

The narrow track 'Scale Saloon' Class is the most popular Class of Touring Car racing in countries like Japan, America, Hong Kong and most of the mainland European countries, whilst the bigger cars, based on Off Road Buggy chassis and so popular in Britain at the moment, are fairly unique to these shores.

The people at M1 Racing have come to the conclusion that the best way to impress the hardened model car racer is to provide a car of outstanding quality, so the Striker is built from quality components throughout, and has a very high specification to boot!

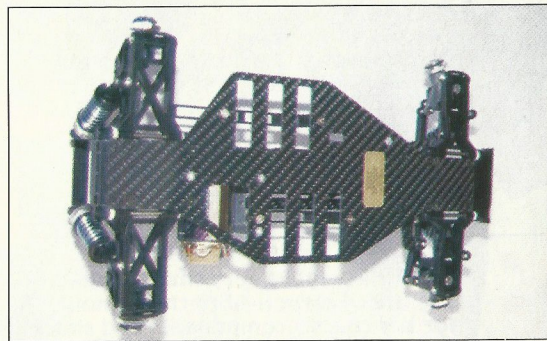
Carbon Fibre Everywhere!

The review car was supplied to me already completely built, and ready to accept the radio and motor (some guys get all the luck! Ed), so I must admit I can't report on how well the Striker goes together. Handling the Striker, and seeing at first hand its quality, I can hazard a guess that it might well 'fall together', as indeed any model car kit should in the latter half of the '90s. I believe the production car will be supplied in part-built form, but the thing that struck me on first seeing the car was the unmistakable weave pattern of the carbon-



Assembly and maintenance is simple with the Striker, access to the front and rear ball differentials being quick and easy. The spur gear pictured (not supplied) is a Dumor 48DP item.

fibre components - It may be personal preference, but to me this just looks so good! The chassis, top plate and shock towers are all produced in carbon-fibre (graphite) and the car's name, routed into the upper chassis plate, looks great! The use of exotic materials is evident elsewhere, with the motor mount being made from lightweight magnesium alloy

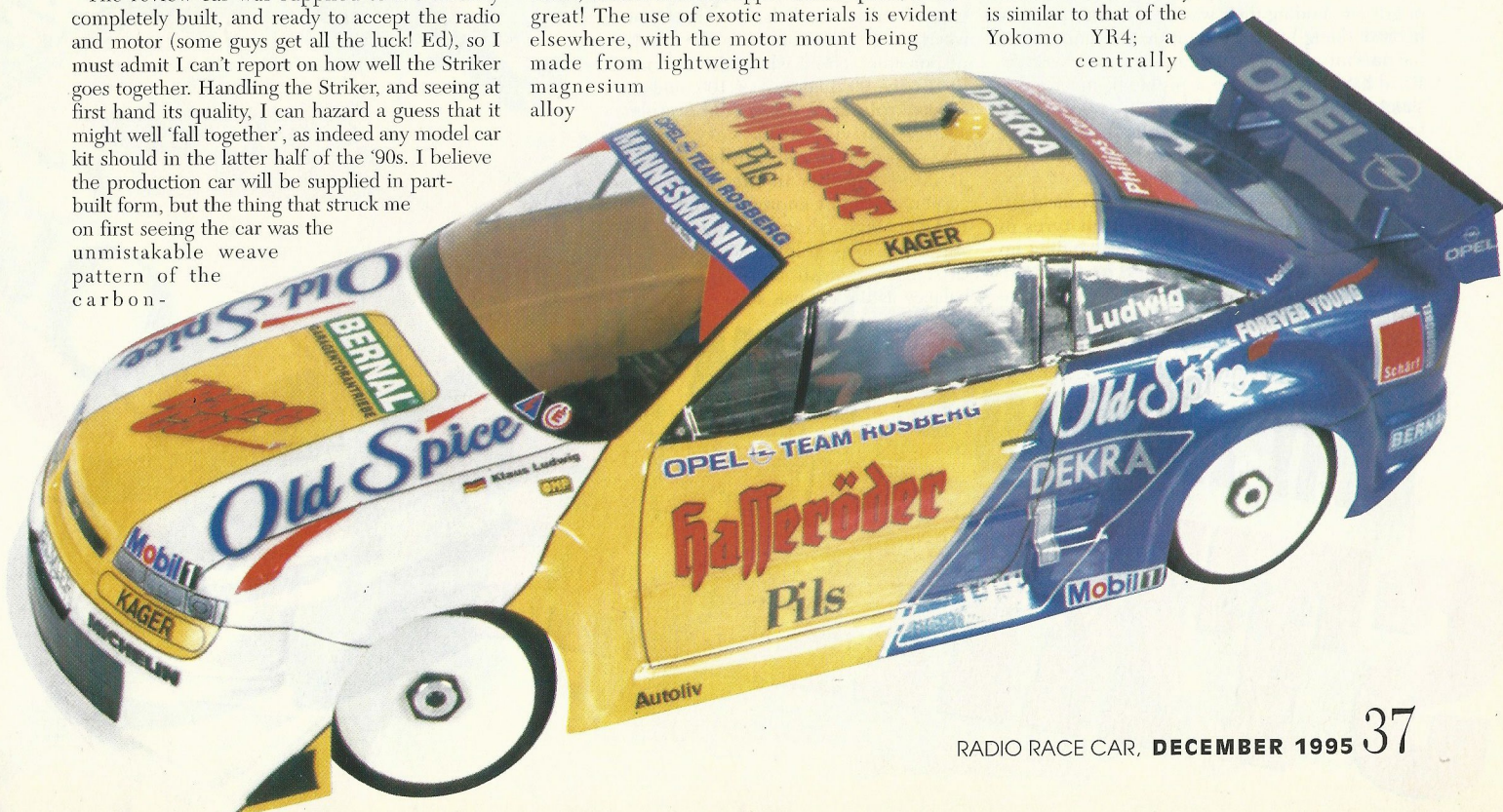


This view of the Striker's underside shows just how small the chassis is in relation to the size of the battery slots. Lovely graphite!

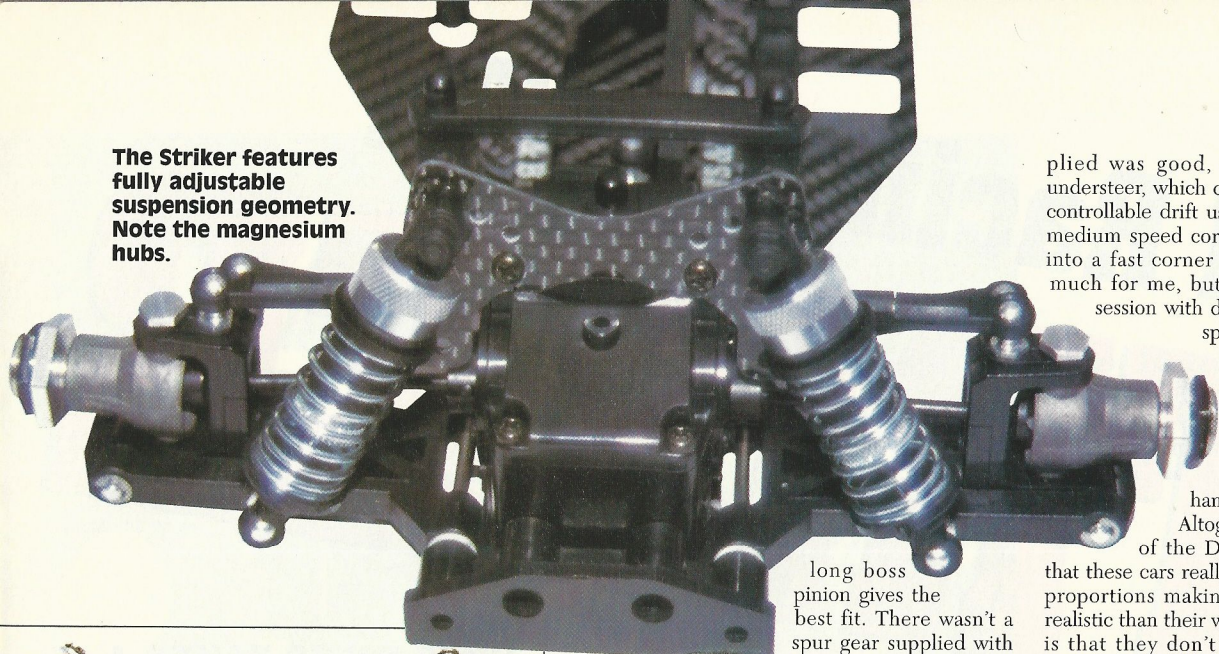
as standard, and the use of aluminium for ball joints, etc.

Transmission?

The Striker's drive layout is similar to that of the Yokomo YR4; a centrally



The Striker features fully adjustable suspension geometry. Note the magnesium hubs.



long boss pinion gives the best fit. There wasn't a spur gear supplied with the review Striker, so I

fitted a Dumor 48 DP type.

The driveshafts have the normal type of dogbone joint at the inner end, but have universal joints on the outer ends, and are correctly designed in that the centre line of the UJs are in line with the kingpins, a point worth noting...

Testing Time

Once the running gear was installed, the Striker was ready for its first runs, so a RaceCraft BMW shell was pressed into service. I took the car to the new Bedworth circuit just off the M6 North of Coventry. Bedworth's circuit is newly laid, very smooth, and is perfect for cars such as the DTM Striker, its combination of tight corners and fast sweeper making it the ideal venue at which to put the car through its paces.

The first runs were completed on the kit supplied foam tyres which were of what I would call a 'Blue' compound, used without being treated with additive, with a Corally 14 triple for power and the gearing quite low. The Striker was immediately very, very fast, the low loss transmission really telling, but without the sheer stability of a wide 'Buggy type' chassis, things sometimes got a bit spectacular when accelerating out of the tighter corners. This isn't a failing of the design, my use of non-additive treated rubber and the amount of power I was trying to put down to the track was responsible! The 4 wheel drive came to the rescue 99 times out of 100, and the Striker tolerated some deliberately abusive driving in a very well mannered fashion, whilst the Striker's stability in the faster corners was most impressive, the BMW's larger than average wing doubtless helping with this. The overall chassis balance as the car was sup-

plied was good, exhibiting just a trace of understeer, which could be converted into a nice controllable drift using the power in the slow to medium speed corners. When pushed too hard into a fast corner the understeer built up too much for me, but obviously a further testing session with different damper oils, settings, springs etc., will doubtless allow me to dial it in to my taste.

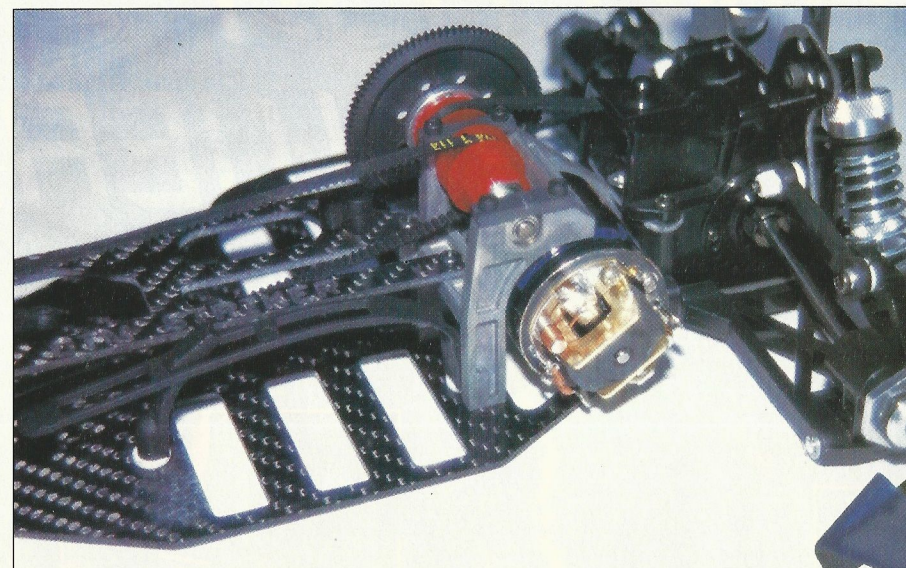
Aerodynamically, it will also be interesting to see what difference fitting the Calibra shell (as seen on the cover) will make to the handling.

Altogether, I enjoyed my first taste of the DTM Striker, and I must say that these cars really do look the part, their scale proportions making them look so much more realistic than their wider cousins. Another benefit is that they don't occupy so much space, so proportionally the track seems wider! With a full grid of these flying around, it could be more exciting than watching the DTM on EuroSport!

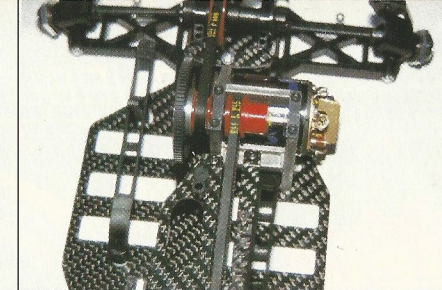
What's The Bottom Line?

I think M1 Racing are on to a winner with this one, and, given the huge popularity of Scale Saloons in Japan and increasingly so in America (parking lot racing is getting big Stateside), it can't be long before it catches on here. In my opinion the DTM Striker will be right up there when it does, backed by a keen importer who is currently seeking a Team of good drivers to contest the BRCA Winter Touring Car Championship.

The very high specification of the car 'straight out of the box' and its r.r.p. of £215 represents excellent value, and the range of accessories, upgrades and adjustable parts M1 already have available will no doubt combine to give M1 Racing the good start they deserve, and be able to build on with their 'wide' Touring Car derivative, due out soon.



The cast magnesium combined motor mount and layshaft bearing carrier. No expensive aftermarket bits needed here!



The layshaft mount's removable 'cap' means the layshaft and complete power train can be quickly stripped off the chassis for maintenance.

The DTM Striker is available from Kits and Bits in Coventry (01203) 440157, and all other M1 Racing outlets.

Special promotion deals are available to the model trade via William Lee Agencies. Tel (01785) 228823. Fax (01785) 660834.

RaceCraft bodysells are available to suit all types of 1/10 scale model cars. See the RaceCraft advert in this issue.

The Striker looks very smart indeed. The use of carbon-fibre throughout for the chassis components and shock towers, plus the black mouldings and alloy parts, give a feeling of real quality. Space is at a premium where the radio installation is concerned.

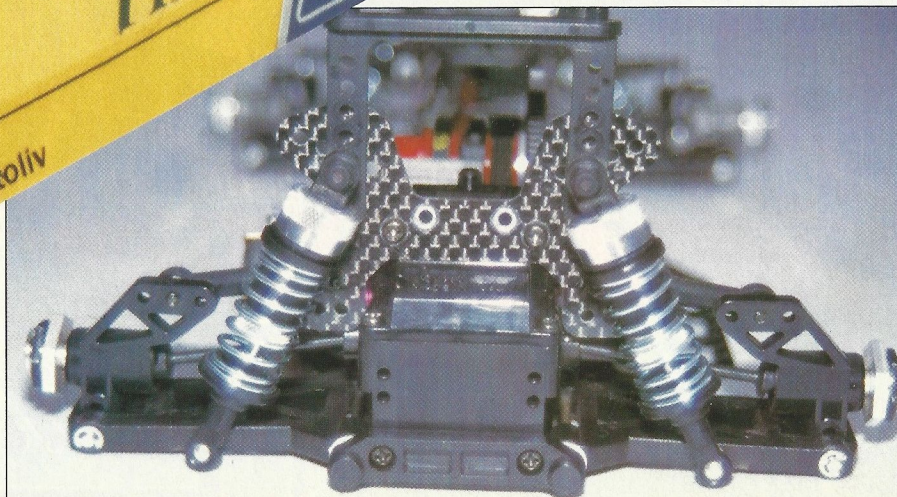
mounted motor using belt drive from the central layshaft to the front and rear ball diffs. This set-up gives a very efficient drive train indeed, and, coupled with ballraces all round, makes it very free running. The belts are of the fine pitch variety, which would possibly be a concern for an Off Road car due to the possibility of small pieces of grit etc. finding their way (as they have a nasty habit of doing!) into the transmission and causing havoc, but as the Striker is very much an On Road car that won't be a problem, in fact this should be more efficient! The belts are tensioned by the accepted and effective method of using eccentric diff carriers, and allow fine adjustments to be made to the belt tensioning.

There is a one-way bearing in the front drive pulley on the layshaft to allow front tyres of smaller diameter to be run without winding up the transmission and scrubbing tyres, and also neatly gives the benefit of better 'turn-in' to corners than would be present using a locked 4wd system. The lightweight spur gear carrier is designed to take standard fitment gears, and a



The rear end features

a moulded bodymount that should allow the fitment of literally every bodysell on the market thanks to its range of height settings.



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