

C & M M F G .

COBRA

by ERIC GOLDSCHRAFE

JUST WHEN think you've seen somebody comes does something a and comes out smelling the case with the Cobra, an on-road of new wrinkles, from C&M Manufacturing*. After talking to C&M's Chris Ferrell, I was really anxious to get this car together and to find out if the claims were true. I was not to be disappointed!

The Cobra is an easy-to-assemble car with an epoxy fiberglass sheet chassis, full front and rear ball bearings, three sets of thrust bearings, and a ball differential with

YOU it all, along and little different like a rose. Such is chassis with a couple

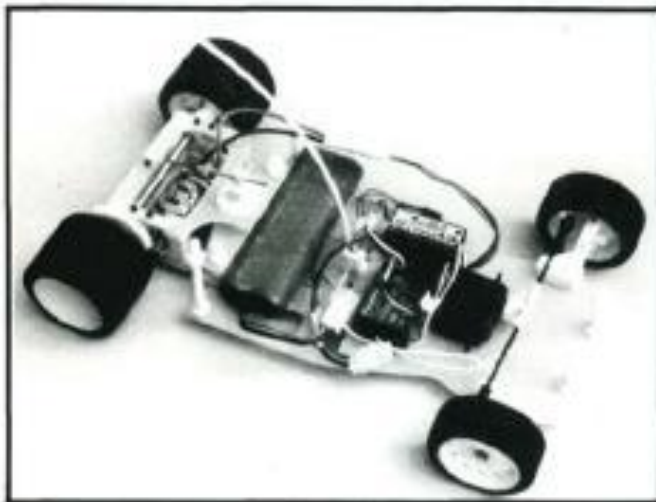
of new wrinkles, from C&M Manufacturing*. After talking to C&M's Chris Ferrell, I was really anxious to get this car together and to find out if the claims were true. I was not to be disappointed!



an aluminum hub. It will accept both saddle-pack and stick Ni-Cd battery packs, and C&M claims it's "an out-of-the-box winner—no need to modify!" A multi-sheet instruction book with plenty of illustrations guides you through the build-up, and gives some set-up and racing suggestions at the end. Besides the fiberglass chassis parts, several proven and reliable Associated* front- and rear-end pieces come with the kit. As with most cars of this type, the motor, steering linkage, electrical parts and R/C gear are not included. However, a set of mounted and treaded tires and wheels is provided. You must also provide a body and some common hand tools.

Construction begins with the front end—a robust and sensitive unit using the aforementioned Associated parts. RC12L steering blocks were included, as C&M thinks that their positive feel enhances the driveability of the car. DuBro* No. 4-40

ball-end fittings were utilized, along with a set of their turnbuckle-adjustment connecting rods. There are several good steering-linkage setups available, but I decided to try this rig as it is strong and relatively slop-free. A Futaba® Magnum Junior radio was chosen to operate this car, and one of the servos was fitted to the chassis between the wheels. An MRC



With body removed, the convenient use of a 7.2V Flat Pack is welcome. Losi stock motor was a very strong performer. Ten-tooth pinion makes for good braking and acceleration.

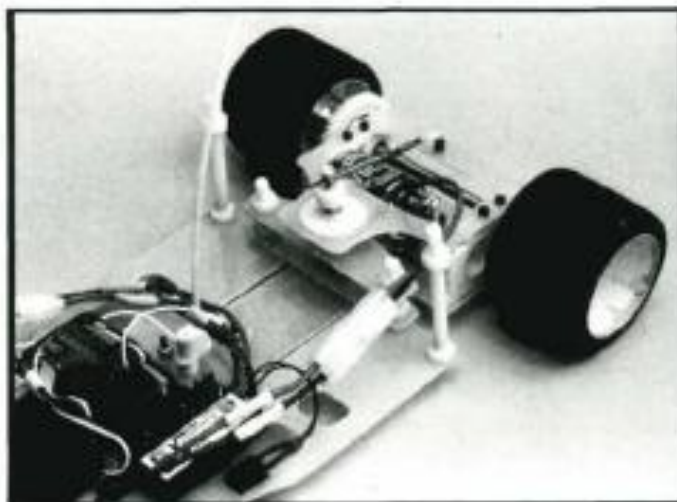
Tamiya® servo-saver tied the linkage to the servo, and was adjusted according to the instructions. Because the handling of this car is well-balanced, C&M suggests using as little movement as possible.

The rear-end assembly is next and, along with Associated axle/motor blocks, it uses several fiberglass parts to construct the unique flex plate and adjustable suspension. A simple damping unit and adjustable friction plates are the key to this road rocket's incredible handling. A Team Losi® stock motor and a Parma® pinion gear were fitted in place, and the axle and ball diff were assembled. This unit is the smoothest diff of this type that I've ever

seen, and the adjustability is fantastic. The combination of precision parts and extra thrust bearings gives this assembly a fit and feel not obtained in other cars, and it also contributed to this car's winning performance.

A Rudy Meyer-prepped Victor® electronic speed control was installed, along with the Futaba receiver, and the R/C installation was checked out. The antenna and body mounts were added, and the chassis was ready to receive the TRC wheels provided in the kit. Green compound front tires and yellow rears were used for the "hot" setup on carpet. If you're racing on asphalt or cement, a harder-compound front tire will probably be necessary. You could also install a Pro Line® front bumper to add some protection to the steering system, but you'll have to do a little drilling to get it attached.

I'd been saving an MRP® GTP Corvette body for a project like this, and it was given the trimming and preparation for painting in the usual manner. Floquil® paint was mixed with their Dio-Sol



Unique rear suspension is part of the Cobra's secret. Intermediate damper plate (nylon adjuster bolts at each end) make the rear suspension adjustable to track conditions.

C&M MANUFACTURING

COBRA

Type On-road racer
Scale 1/10
Sug. Retail Price \$149.95

DIMENSIONS:

Overall Length Approx. 18 inches
(varies w/body not incl.)
Width Approx. 9 inches
Height Approx. 4 1/2 inches
Wheelbase 10 1/4 inches
Front Track 8 1/2 inches
Rear Track 8 1/2 inches

WEIGHT:

Gross (w/bat.) 3 pounds
Balance (f/r) 45/55

BODY:

Type MRP GTP Corvette (not incl. in kit)
Material Lexan

CHASSIS:

Type Pan w/T-plate
Material Epoxy fiberglass sheet

DRIVE TRAIN:

Type (prim./sec.) Spur gear
Differential(s) Ball (adj.) diff

SUSPENSION:

Front: Type King-pin
Dampening Coil springs
Rear: Type T-plate
Dampening Damper and friction plates

WHEELS:

Front: Type Plastic spoked
Dimensions (D/W) 2x1 inches
Rear: Type Plastic spoked
Dimensions (D/W) 2x2 inches

TIRES:

Front Sponge
Rear Sponge

ELECTRICAL:

Motor Team Losi stock (not incl. in kit)
Battery Required 6-cell saddle or stick pack
Speed controller Suggested electronic (used Victor)

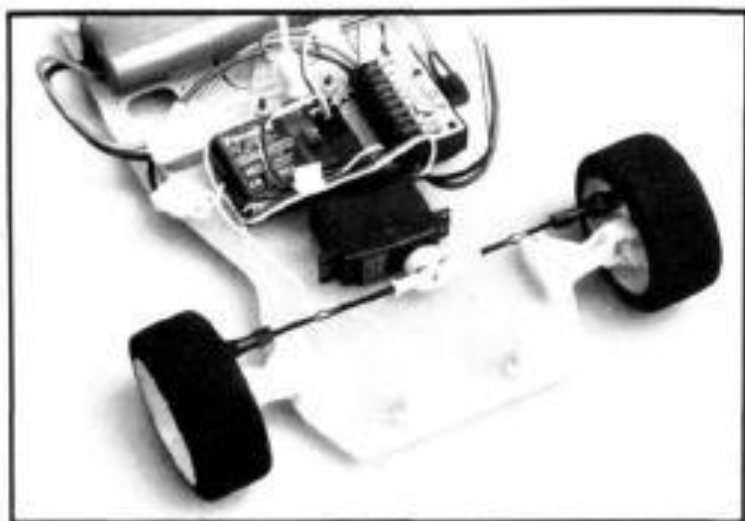
OPTIONS AS TESTED:

Futaba Magnum Jr. radio/Corvette GTP body (MRP)/Team Losi motor/Victor speed control.

COMMENTS:

This car is half. Gives such superior handling that added confidence alone will make you a better racer. Incredibly smooth, highly adjustable differential. Accepts either saddle pack or 7.2V flat pack. Body-mount screws are very difficult to remove.

COBRA



Simple and rugged front end is of Associated 12L components. Du-Bro hiem joint and turnbuckle adjusting rods were added.

thinner and some automotive flex agent. The body was sprayed black, silver, and white, with red trim, like the full-scale car driven on the IMSA Camel GT circuit by Sarel Van Der Merwe. The "Goodwrench" lettering was cut by hand from Top Flite* MonoKote white trim sheeting, and the "Performance Parts" is Coverite* Graphics lettering with a border of white MonoKote. Some miscellaneous decals finished the job, and the body was lowered onto the Cobra chassis. Now for the fun part!

I took the Cobra to Island Hobbies Raceway in Islip, NY, for some track testing and to compare it with other,

similar cars. This indoor facility provides a consistent running surface, and fair trials are easily done. The Cobra required very little adjustment over the baseline setup suggested by C&M, and was soon hot-lapping as fast as any car I had ever run. It sticks like glue to the corners with a little traction compound (Paragon's* Ground Effects works

great), and goes like crazy down the straights. You'll really feel confident driving this car because you know it will go where you point it! The only change I'd make to the instructions would be where it says, "Good luck and good racing." I'd change that to read, "Now go blow their doors off!"

Editor's Note: In a conversation with Eric just before publication, he told me the race results with the Cobra at his local club the first time out. He easily made it to the A-Main where he lapped the entire field three times. He was ready to lap the second-place car for the third time, when he wisely deduced that his lead was substan-

tial enough, so he just held his position. By the way, his on-road club has been in existence since '79, and they race all the latest 1/10-scale cars. Needless to say, everyone wanted to find out what was under the body. C.C.

*Here are the addresses of the companies listed in this article:

C&M Manufacturing, P.O. Box 680223, Park City, UT 84068.

Associated Electric, 3585 Cadillac Ave., Costa Mesa, CA 92626.

DuBro Products, 480 Bonner Rd., Wauconda, IL 60084.

Futaba Industries, 555 West Victoria St., Compton, CA 90220.

MRC Tamiya, 2500 Woodbridge Ave., Edison, NJ 08817.

Team Losi, 1655 E. Mission Blvd., Pomona, CA 91766.

Victor Engineering, 24843 Del Prado, Ste. 499, Dana Point, CA 92629.

Parma International, Inc., 13927 Progress Pkwy., N. Royalton, OH 44133.

Pro Line, P.O. Box 456, Beaumont, CA 92223.

MRP (Model Racing Products), 18676-142 Ave. N.E., Woodinville, WA 98072.

Floquil, Rt. 30N, Amsterdam, NY 12010.

Top Flite Models, 2635 S. Wabash Ave., Chicago, IL 60616.

Paragon Racing Products, 8802 Knollwood Dr., Eden Prairie, MN 55344.

Coverite, 420 Babylon Rd., Horsham, PA 19044. ■

