

## LITTLE BIG CAR (1/12 GLOW) SG

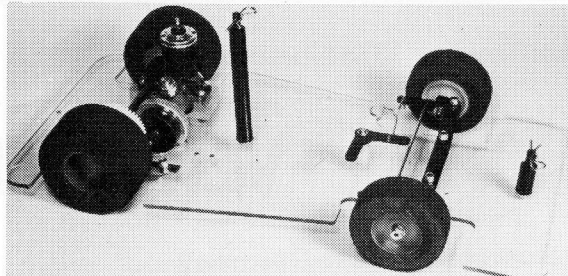


*Servos, nicad and Rx set-out with ball-connected steering (not standard). Until we get, or make up, a suitable heatsink and silencer, alas we cannot actually run this attractive little beauty.*

FRANCO SABATTINI has broken new ground in introducing the first European made 1/12th scale glowplug engine car kit under the SG banner. It is indeed a scaled down version of a 1/8th scale car with a one piece clear Lexan chassis that embraces not only the main chassis base but also the front bumper and rear platform on which the fuel tank rests. Unlike nearly all American built 1/12th cars it owes nothing to the almost universal Jerobee chassis (nothing against Jerobee — it is a beautiful little chassis and carries my Electro Craft Systems unit quite splendidly, but it is nice to find a bit of original thought!)

In common with the larger SG kits it is presented in semi-assembled form, and, marvel of marvels, comes with a 16-page instruction leaflet in Italian. Line drawings are usefully explanatory, many of the excellent photographs have filled in as dense black, thanks to the printing process. But even without any Italian enough meat can be abstracted to make completion fairly simple.

Power unit is the little Cipolla engine, installed in place, complete with glowplug, and with flywheel, bellhousing and clutch fitted. No heatsink is supplied, though listed as an accessory. Nor is there a silencer (this does not even seem to be



*The car with its clear Lexan chassis as provided almost RTR in custom-made polystyrene box with 16-page "how-to" booklet (in Italian).*

listed — perhaps noise level is low enough to dispense with one — but I doubt it). Fuel tank is a small plastic bottle provided with suitable screw in fittings for vent, fuel line, and filler. This unit goes behind the engine secured with a wrap over strap and two bolts and nuts. Included in price and part of the kit is either a Formula or GT bodyshell. I opted for the Formula body, wing of which is integral.

Tyres require to be glued onto wheel hubs in the usual way with contact adhesive, Evostik or Dunlop, and seem a little narrow for the hubs provided, so should be fitted carefully, coming to the outside hub edge to give widest overall width. Track rod is already fitted, as is steering arm from centrally placed bellcrank. This installed is straight; instructions show it with a loop to take shock of over-riding from the servo.

This layout, to my mind, takes up more space than is desirable, so I have followed my Jerobee (can't get away from that Jerobee!) steering layout, with servo connected directly via swivel links which part company with their ball in event of severe shock. By omitting bell crank there is plenty of room for the larger and stouter Futaba 17M which I have. In this scale very nearly any of the less expensive servos could equally well be fitted and should stand up to reasonably hard usage.

At the rear engine control and braking is taken care of with a 16M Futaba servo — again any of the smaller jobs can be used equally well. Brake is a push-on type of quarter quadrant, lined with a little sheet rubber, so that servo pushes against the

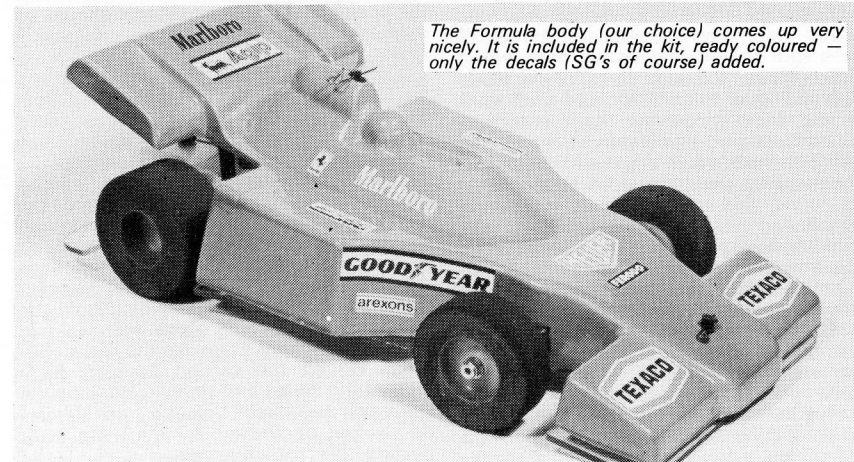
spring of the metal which is bolted down on the chassis. I think it is a bit severe so am easing tension a little by bending back and reducing the area of lining in contact with the bellhousing.

Receiver is located in front of the steering unit and just fits in behind the front body mounting job, which gives it some protection. Battery can be fixed on the opposite side to servo for engine and brake — though it may tend to load that side of the car, so get it well back and as close to rear body mounting post as possible. Lexan chassis has recesses for rubber bands to hold in place, as also for the receiver.

All that remains is to fit the Rx on/off switch conveniently and rig up the aerial. I am a little disenchanted by the small cars with aerial threaded like darning inside bodyshell, so have a small whip, with easy plug in connection to Rx so that moving from car to car is as simple as possible. With Lexan chassis aerial fixing offers no problems.

Another notable omission is the absence of a filter. The Cipolla engine does not lend itself very well to a mechanical installation, so that a plastic foam type seems the only quick answer. If and when this size of car becomes popular there will be a spate of suitable accessories for them.

I see that it is advertised in some French model mags in an alternative electric powered version, maybe I'll convert whilst waiting for the other bits! Meanwhile, here it is, very nearly complete and selling at around £55 . . . what it will be in native Italy or elsewhere in Europe I do not know.



*The Formula body (our choice) comes up very nicely. It is included in the kit, ready coloured — only the decals (SG's of course) added.*