

M1B Build and Reviews - Part 1 by Ben Darley 2006/12/22 Browser : 208

Consistently as a good swiss watch RDRC aims to bring you our loyal readers original local and international RC news, interviews and reviews and today is no exception.

Ben Darley renowned and well respected club racer also president of LRRCC and section head of AARCMCC has given us an opportunity to view the build of the first arrival M1 Team Magic buggy in the country, not only that but we will then have his review and as per usual heaps of pictures and movie as the days progress.

Here are the very first pictures of a well presented innovative & brilliantly engineered buggy produced in Taiwan but dont be fooled this is no cheep product and it aint a toy. Ben has had an association with Hobby Express International in particular Ari Bakla for over 7 years or more and when he was told of the M1 for Ben it was a no brainer so the first M1 was taken home unwrapped and here are the first shots of bits you will find in the kit.



Interstind well engineered Diffs & a very nicely machined Chassis and hosuing assembly

If you look at the Differential in the picture above just below the unnassembled display you will note a grub screw type adjustment. This adjustment can be used on the fly and its purpose is to tighten the diff thus giving the same effect as you would get from thickening the oil.

The benefits of this is obvious in that you no longer have to pull apart the difs to change the oil if you made the wrong selection of oils prior to the race. RDRC rating for this feature is five "Rubes" | 🍷🍷🍷🍷🍷 or Sheer excellent but wait there is more!!



Nicely packaged easy to follow and well appointed in every way!

Excellently packaged parts on the left showing the shocks, arms, Cv's etc including engine brace for easy identification and build, a nice box with various bits, screws and fittings well packaged parts clearly marked and well ordered for easy section build of your kit. Also note the Air cleaner and cover packaged separately, its all so well presented!



Another example of the packaging easy to find parts and well thought out and flowing manual

Another example above of the packaging which is clearly marked showing build step numbering and quantity for easy identification of the build parts, below as Ben stated is one of the best clearly set out and flowing manuals he has ever seen. To the right above a nice set of decals as one would expect in fact you would agree very generous and below another shot of the manual. Also noting that you get additional instruction sets for getting the most out of the kit for example tuning your shocks etc..

M1B Build and Reviews - Part 2 by Ben Darley 2006/12/22 Browser : 283

Ok here we go with Part two of the build and review process and as Ben states this buggy is a dream to build. Ben indicated that thus far he has used digital verniers to build this buggy to correct factory specifications including the use of the supplied 300 weight oil and the construction to date is 100% accurate in every detail and dimension. He added that the manual as indicated before and the packaging are in sync and every page correlates to the numbering of every single packet so as soon as you build one page you turn the page grab the corresponding packet open on the table and proceed.

Ok so now for more pic's then shall we!!



Innovation continues at every step!

Ok above you see another shot of the diff you will note the nice inter-locking design of the rear plate that also includes the diff adjustment discussed earlier in part one, this innovation allows tensioning of the diff should the wrong oil type be used thus avoiding having to dismantle the diff to change the oils.

Now look at the hub carrier bearings on the right, you will note the new orange covers over the bearings but look closer and you will see the black composite bushing that cushions the bearing so there is no steel on steel and allows removal of the cover for cleaning and maintenance.

Below on the left and closer on the right note how there are two adjustment screws you may also see if you look closer a bush inset where the king pin slides into. The set screws in turn once the king pin is inserted is tightened onto the bush thus you have extra protection against the king pin falling out etc...

Lets now see the second set of pics!



Its coming together nicely !

In the next set of pics above you can see all the main parts i.e. the diffs, centre shafts, stabilisers , chasis etc are coming together nicely. I'm sure if you can zoom in a little you will start to notice in this and the later set of pics that the Shafts and Outdrives have been expertly machined making the buggy lighter but in the way its been done its also strong.

Ben states that the pictures do not do the buggy justice in the finishing of the plastics and the expert finishing of all the parts, everything goes in and feels as if it was always meant to go that way its very precise!

Ok now for more...



Its real close now and more innovation!!

Ok here we see the buggy really coming together and everywhere you look if you take a good look you see more things that are designed to make maintenance and repairs faster and simpler. if you look at the radio tray for instance you will note that all of 3 body clips is all that is needed to install and take out that unit and again the fuel tank only needs 3 clips.

Also note the dust cover for the centre diff and the easy look and feel of the overall design when it comes to quick access for maintenance and repairs. By the way this is a roller so there is no engine no tyres and no foams also no radio gear but it has some wickedly nice composite wheels that look very durable.

Again you will note how some parts have been machined out and the central wing tower post which we will look at later along with its huge big bore shocks which Ben states come with 4mm shock shafts, thats gotta be close to something special surely!!

Ok now!



Closer look at the essentials!

Ok now for more nice stuff here, note the rear lower side fittings extending round the chassis from the diff top left pic called you guessed it the chassis guard and stiffener, this helps to stop and deflect chassis flex also a good shot of the pivot suspension arm mechanism. Take a closer look at the covered diff housing which we will go into more detail about in part 3 and the one piece wing mount again discussed in the next part.

Ben states that the steering under full compression demonstrates no bump-steer he also stated that when he completed the arm assembly off and later installed on the buggy they were so free as they moved up and down that it felt almost as if they were not attached to anything...

Well its getting late and I have to get on to part three for later on so study up and catch the next installment.

M1B Build and Reviews - Part 3 by Ben Darley 2006/12/27 Browser : 64

Well folks Ben has finalised his M1 Buggy and to date he is very pleased with just about every feature of the build and its many innovations. By far the best thing Ben likes about the build process itself is the way the bag numbering system correlates to every build step in the manual, as discussed earlier one page of build one numbered bag and all the parts in that bag are there for that page etc..

The kit and various tools, oils etc are superbly packaged and of high quality and the parts and buggy itself are to say the least of the highest quality and workmanship he has ever encountered from the extensive builds he has done with other manufacturer's products. The back up support and knowledge of the product through the imported Ari Bakla of Hobby Express International has been second to none and the track results we have seen since Ben's completion of this buggy are to say the very least Very Impressive, this is not a toy!!

Let's have a closer look at some other features that come with this buggy that you don't get stock on many other brands or have to buy as hop ups where the M1 has them as standard features!

OK here we go!



If you look at the picture above what do you notice?? well lets see first there are the rear mud-scrappers that come as standard on the M!, you also note the big 4mm big-bore shocks mentioned in the last article but if you look closer at the wing mount you will see that one body clip is all that's needed to take apart the whole wing mount assembly.

You may also note the arms themselves are aerodynamically designed to reduce drag and air pockets or eddy's, also the tower has some very sweet but limited adjustments that indicate that the buggy has been thoroughly tested and the manufacturers are confident of the setup required to make this buggy hummm!! One more this you cannot see but I have seen and its impressive is the shock lower mounts slide easily along the channel of the arm making adjustment and alignment a breeze!!
No the next Pic!



Here you see a beautifully presented and machined Chassis, its beautiful isnt it!! But look closer! note the front and rear lower arms again and see what I am talking about re the aerodynamic design to reduce drag and air eddy's! You will note too that the buggy looks a little wider, but again if you studies the other pictures in parts one and two you will note everything on the top of the chassis sits very low.. Come in super handling and balanced acceleration to Boot!! Also note the muffler guard off the left composite guard and the channels I was referring to for the lower shock mounts! so no mote bent pipe outlets hopefully..
Ok Where are we !!



Here you see a better example of the mud scrapers on the rear carriers and note the offset to centre hmmm very nice also note the aerodynamics of the lower arm!!



An excellent shot of the machined outrigger cups and long battery box !!



Above you can see a very interesting and well designed Engine Mount quick release keyed and bridged...



A detailed shot of the rear right outdrives the lower arm and composite encased hardened shock tower assembly!!



Front assembly receiving some last minute adjustments, note the front carriers and the turning ability of the M1 and again in the picture below!



Everything about this buggy as you will surely agree is challenging the concepts of traditional buggy design, whilst things may appear gentle and sleek almost delicate up close and personal its tough durable and aggressive!!



Mid section shot above showing the protected center diff and the linkages all well thought out as was the fuel situation with fuel line holders all seeming to be in the right place where required as seen below..



Below you will note the excellent attention to detail and nice packaging for all the oils etc used on the pro kit!! Also note Ben's calipers used to check the measurements in the manual and guess what they were 100% accurate !!



Ok well that about wraps the third part out now groovers but dont worry there will be more as there always is on RDRC, perhaps an interview perhaps another related story who knows, one thing is for sure in two days we will have the practice movie ready!! Check it out then!! in the meantime I leave you below with a few nice images of this nice Buggy!!





