by Pete Winton

TRU-TYRES ARE WELL known to all racers for their tyres, and as distributors for the excellent 'TRAC-TITE' tyre additive. Now they are to launch a new car, the first new UK 1/12th car on the market since the *Alpha* 'Omega.' Specifically aimed at the starter in 1/12th, the car is to a high standard of engineering whilst being easy to build and run.

It has to be made clear that for a small company to embark on such a project is both brave and costly. Yet the costs can never fully be recovered until many kits have been sold.

Since the packing only lasts five minutes, but the car must last much longer, it is understandable that *Tru-Tyres* have spent their available funds on making the car, not presenting it.

Assembly is quite simple. There were only limited instructions with the review kit, but more detailed assembly procedures will accompany the production versions.

Below; the Tru-Tyres 'Tornado'. Simple and lightweight construction is the keynote for reliable and effective performance. Tru-Tyres are continuing development of the 'Tornado', so check for latest specifications.

Tru-Tyres 'Tornado'

Pete Winton assesses a new 1/12th scale circuit racing Contender from Tru-Tyres

The rear motor pod comes fully assembled. Remove the screws and position the pod over the four holes in the rear of the chassis. Replace the screws through the chassis and tighten. Rear-end complete! At the front fit the pivots for the beam with the screws hand tight. Position the beam over the pivots and tighten the screws. Place an O-ring over each screw, and tighten down the M3 nyloc nuts so that the O-rings are just clamped. Follow the instructions provided for assembling the front springs. To set these springs, do up the screws until the springs are fully compressed, and then undo 'three' full turns for each screw.

Now fit the kingpins. Assemble the axle blocks as instructed, and fit to the kingpins. The steering arms should be attached to the steering block mounted balljoints. Assemble the servo mount to the chassis. Now fit your choice of servo with servo saver, and align the steering arms by putting a single bend in the arm so that it runs parallel to the servo saver. Connect the arms to the servo saver and adjust the length to give slight toe-in on the front wheels. Front-end complete!

Fit the aerial post to the radio plate. Position the pre-assembled radio plate over the chassis and secure using the three screws provided. Lastly fit the battery clamps in the recesses provided in the radio plate.

The whole job is quick and efficient thanks to excellent machining and simplicity of design. For the 1/12th starter this is exactly what is needed and the 'Tornado' scores full marks thus far.

The kit comes complete with a differential, mine had a *Schumacher* MkII. To complete the car fit the receiver, speed controller of your choice, and a motor. *Tru-Tyres* intend to bring out a complete car at some point, which would include the motor, tyres, bodyshell, and a radio plate for mounting a resistor speed controller.

MCM will keep you abreast of these developments.

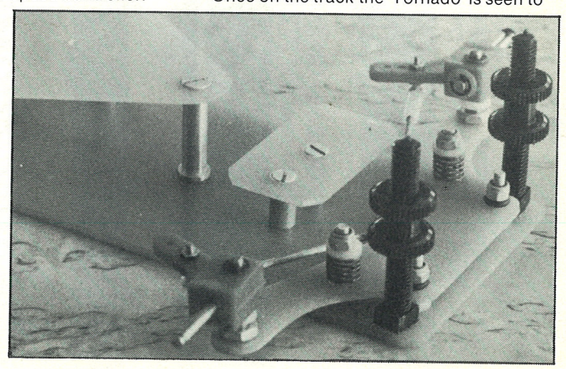
Using a 'Shadow' body (available from *Tru-Tyres* as a separate item) and some development tyres I set forth to the track.

It is fair to say that Pete Jones (Mr. *Tru-Tyres*) has had his remarks treated with scepticism on more than one occasion. When he announced a new car, many felt that this would be a lemon. Not so. Pete has seen a niche in the market for a simple 1/12th track car, and set about filling it. Once on the track the 'Tornado' is seen to fill this role to perfection. The handling is understeer all the way, but predictable, controllable and the very thing a beginner requires in order to get the hang of driving. Once into the swing of things, the car can be set up to turn into a corner well, and being light by current standards gives good acceleration. The car does lose out slightly if the track is bumpy, the rear-end having limited vertical movement. This is not likely to worry the majority of its users.

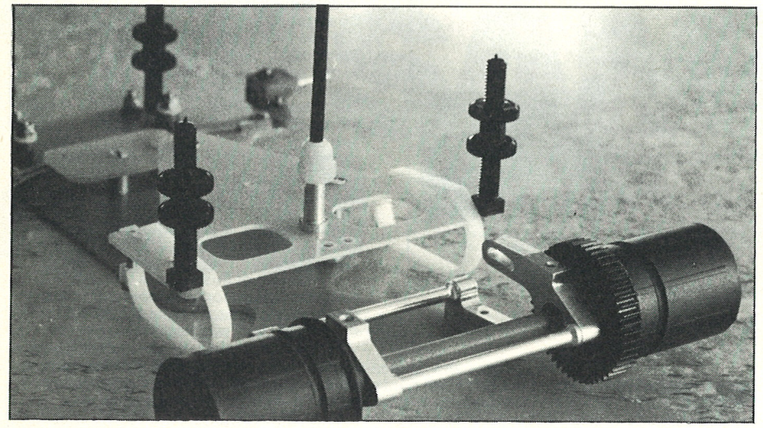
This is not a kit to appeal to the expert. It *is* a kit which will have great appeal to the beginner and clubman as it is simple, strong and durable.

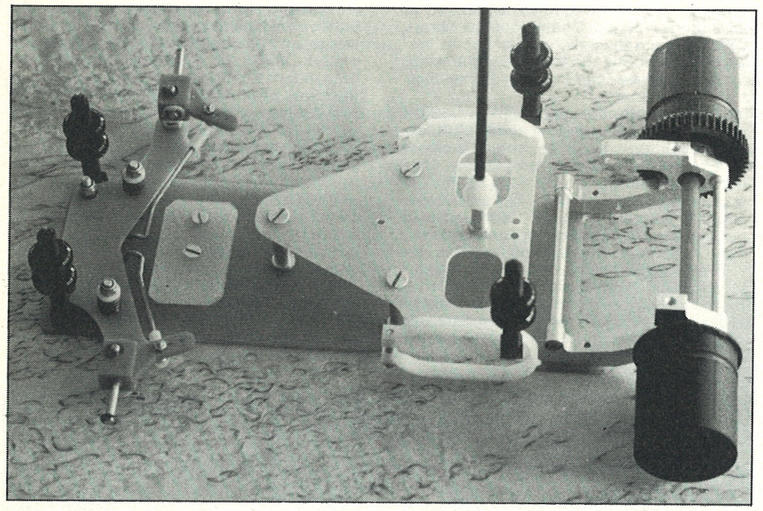
I like the car, and for what it represents to 1/12th racing's future it is a remarkable effort. Be certain that if it catches on in only limited numbers, then there will be more simple low cost cars to follow. *Tru-Tyres*, may have started something they will be hard pressed to follow.

All enquiries in the first instance to *Tru-Tyres*, 31 Broadhurst Gardens, Eastcote, Ruislip, Middx. HA4 9JQ. Cars are available at a price of £59.95 from *Tru-Tyres*, or through local model shops.



Right; close-up of the front-end which shows the beam set-up similar to that used by the Schumacher 'Clubman's,B' car.





Tru-Tyres 1/12th differential

OK, so I just reviewed the new car from *Tru-Tyres*, ,what is this doing in the same issue? Do I plead guilty and throw myself on your mercy? No chance!

I am here to tell you about a new differential which is smooth, long lasting, and the best thing since *Hovis* bought a slicing machine! No, it is not another *Schumacher* differential, it is a hybrid between the sleeve system so popular in the *Schumacher*, and the (in my opinion) better action of the *Associated* 'Varilok' differential.

As can be seen from the photos, *Tru-Tyres* have taken an existing fixed wheel and machined it to accept a carrier for the *Associated* thrust washer. Using a hollow steel axle, and the usual second thrust race set inside the wheel, *Tru-Tyres* have turned out a very respectable diff which satisfies the need for sleeved rear wheels, and gives an improved action.

There is little doubt that *Schumacher* pioneered the 1/12th differential, but *Associated* developed it into a more complete engineering solution. In doing so they put the price beyond a reasonable amount, and it did not allow the better sleeve system to be used. So the *Schumacher* system ruled the roost for its overall acceptability. This differential should provide much needed competition in this area. It is very good and having the steel axle cures the problem of wear on the fibre axle which results from repeated tightening of the grubscrews. The action is very smooth, and the wear rate on the thrust washers is very low. The problem is weight. The *Tru-Tyres* diff is fully ⅓-½oz heavier than the *Schumacher*.

Further, you will need to buy a new set of gears, the *Schumacher* ones do not fit. *Tru-Tyres* may bring out a fibre axle shortly, and can of course supply gears to fit. Definitely recommended to the clubman, the weight problem may deter the top class drivers. My review sample when fitted with a fibre axle (not without some fiddling to do so) then weighed the same as a *Schumacher*.

Price is £13.50 from *Tru-Tyres* and all good model shops.

Top; the rear axle and motor blocks are machined from alloy. A Schumacher 'MKII' differential was included in the review kit. Purchasers can specify their choice. Above; the completed rolling chassis. Below; the component spread for the new Tru-Tyres limited slip differential.