

M.G. MODEL PRODUCTS

A GREAT BRITISH COMPANY

It was very early, dawn was just about happening, I could tell because the sparrows had begun their early morning coughing fit and the only other life form about was the milkman. One of the great mysteries of modern times must be, why are milkmen so happy at such an ungodly time of day? Resisting the urge to plough through rather than drive around his float, I drove off, destination Weymouth, no not for a day by the seaside but to visit M.G. Model Products, one of the longest established manufacturers



honour in the passenger seat of the car and delivered some hours later to Mick.

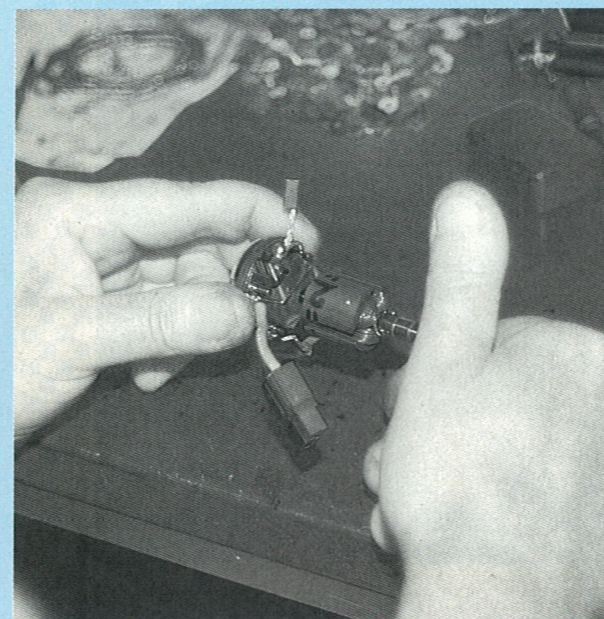
DUST TO DUST, ASHES TO ASHES AND MOTORS TO WARP SPEED!

Walking through the door left me in no doubt that here was a real work place. Set out in a business like fashion was a complete wall of gear cutting machines, all set up and ready to produce pinions and spurs of all shape, size and D.P. The central portion of M.G.'s factory was a shrine to cell manufacture, testing, cycling and monitoring equipment, all developed by M.G. themselves

was humming with activity knocking out packs of cells that you and I could purchase, so what! Well in the time that I was there, packs of cells were only being kept and labelled under the Red Dragon name if the required Kilojoule reading fell between the 48/50 mark and the drop off point was so tight that you could just

and producers of motors and of late other items for our sport.

With the M5 tucked safely under the wheels and the car on autopilot the long drive gave me time to reflect on what I might see at M.G., would Mick Goddard show me the latest, most secret, ballistic piece of hardware ever produced to power an r/c car? "Bring a real old dog with you and I'll breathe new life into it." Was the last thing that he had said. Well I just happened to have a seventeen double that had been cherished, cleaned and nurtured way past it's normal life expectancy, it was a real flyer, until last weekend when it finally gave up the ghost and died. So hoping that some form of resurrection could take place, my faithful old workhorse was exhumed, given a place of



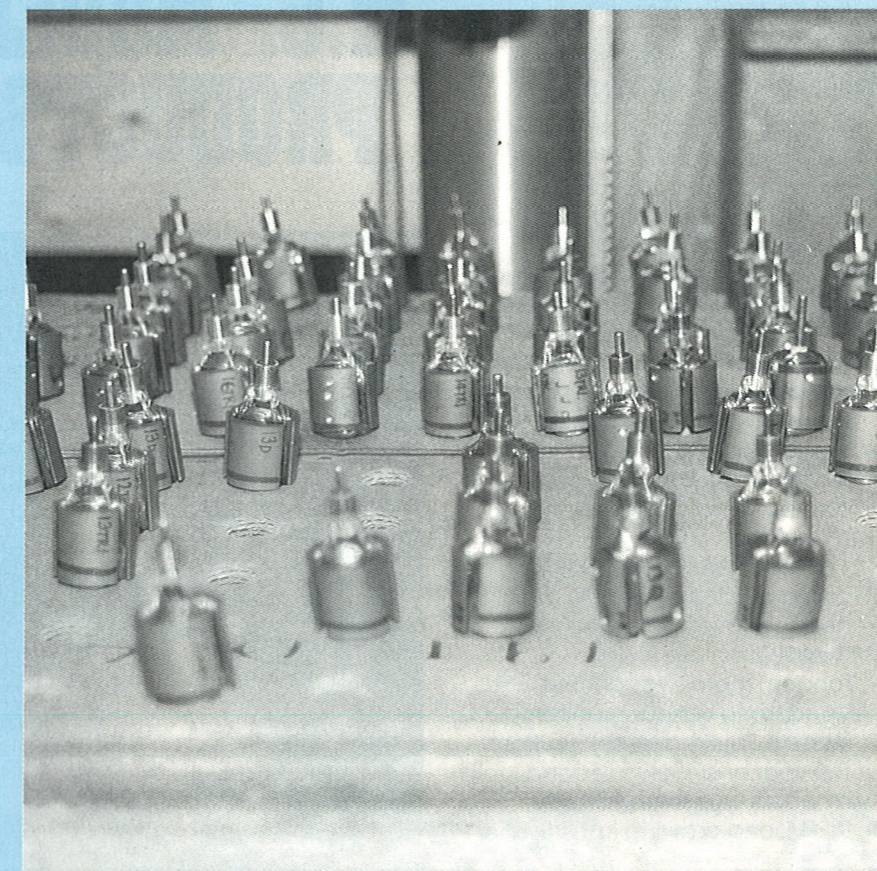
squeeze a full stop between the graph lines at eleven minutes!

The left hand side of the factory was completely devoted to what M.G. are probably most famous for, motor production! Here was every r/c drivers tastiest dream come true, row upon row of armatures, cans, endbells, brushes and springs all ready and waiting to be assembled into mega horses!

A TOUCH OF T.L.C.

I was about to find out just what makes an M.G. an M.G. You see, like most other motor manufacturers in the world, parts such as armatures and cans are not manufactured in-house, no they sensibly leave that to the guys in Japan who bang them out by the thousand. Let's face facts - if they didn't, then think what we'd be paying for a good modified? Anyway an ex-factory armature is carefully wound to an exact specification, the comm is re-trued, did you know that if you look through a magnifying glass at an ex factory comm, it looks as if it were manufactured using a tractor and plough. Now whilst there is no doubt that this type of finish is certainly good enough to allow any motor to run, it is nowhere near good enough for a performance motor and certainly not good enough for M.G! Take a look at the photo and see the finish that is put on

all M.G. comms before they leave the factory. So the comm is re finished and trued, then the whole armature is dynamically balanced to bring vibration levels to the absolute minimum, this has the obvious other advantage of upping R.P.M. figures at the same time. A can is then selected and tested for magnet strength (different turn armatures need different strength magnetic fields to produce their best figures in) If the can gives a higher or lower figure than it should then this is tuned to as near perfection as possible using another specialised piece of equipment, often referred to by many as a zapper! Only after these stages have been completed is the motor then hand assembled and tested, before leaving the factory and arriving in the hands of a happy customer. So you see there is a lot of tender loving care administered to each and every motor that leaves M.G. and it is precisely this T.L.C.





Amps, surely the equipment was faulty! A second was chosen, followed by a third and so on, each one was giving the same type of astronomical figures, finally a box standard motor was tried using the same test equipment, no recalibration had been done, the figures were absolutely correct! These are going to be something to watch out for, no I can't tell you what they are called, no I can't tell you when they are due for release, they are still under development. All I can say is keep reading and we'll tell you first, O.K!

that makes sure that your motor performs straight from the box, first time every time.

KEEPING OUR EYES OPEN DEPARTMENT.

It always pays to do this when visiting and our trip to M.G. was no exception to this rule, I couldn't help noticing a tray full of motors, that looked very interesting. I think it was the fact that I saw what I thought were R.P.M. figures written on them, that caught my eye (only if they really were R.P.M. figures then it meant that your average 2 W.D. car, if fitted with one of these, was going to be travelling above, rather than over the ground!)

Having seen them, Mick asked if a demonstration was needed? Well what do you think? Of course it was! A random motor was chosen, wired up to various monitors and started. I picked myself up from the floor and took a second look at what I was seeing 54,000 R.P.M. and drawing just 3.5

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