



The Viper in all of its glory



drive in

Catching up on the kits we have built

First up is Simon Rollinson with the HPI RS4 Super Nitro Viper GTS-R

HPI RS4 Super Nitro

Hi everyone, I never thought four weeks could be so long. That's how long it's been between finishing building the HPI Super Nitro and firing her up for the first time. Bad weather, work commitments and my kids school holidays all helped to delay my long awaited first drive.

Well, was it worth the wait? It most certainly was, and here is how it went.

It was a bright sunny Sunday morning, perfect for a blast, no, sorry, make that an objective test drive, no no, a blast!

Right first time. I ran the .15 engine on contest 10 Nitro fuel. The first tank of fuel was put through the engine without the wheels touching the ground. I ran the engine at the setting stated in the manual for running in, two pumps on the primer and three tugs on the starter cord and she burst into life. The first 5 mins were run on tick over, then I let the engine cool. I ran the rest of the of the fuel in the tank in 5 mins bursts, gradually increasing the engine RPM.

Three very enthusiastic kids and the Viper were loaded into the car and I also collected Mark who is also a RC Car enthusiast. He wanted to see how his quick Mugen Prime .12 would stand up against the Super Viper.

A short drive to our local, empty, super smooth car park took only a few minutes. As we fuelled our cars we checked the crystals in our radios and guess what? - we both had green tabs and no spares! So the days shoot out was postponed.

Two short tugs on the Viper's starter and a push on the stick and forward she goes. Trimmed out and a few steady laps showed the car to be smooth and stable. Three tanks of fuel were run through the engine and it was getting smoother and faster. Pity about the shoot out!. With the car being so wide and low fast cornering was no problem. The fat sticky tyres also worked very well giving high levels of grip, but with a bit of reckless abandonment power slides and the odd doughnut or two was easily achieved. Straight line stability seemed great even soaking up the odd little stone without drama.

Although I cannot com-

ment on how good a race car this will make as I have never raced a car in my 19 years and 11 RC cars I have owned in that time. Yes OK then I started off with a green Acorns radio set, which I must say is still going strong and a Sandmaster buggy. I do know that this is going to make a super car park and street racer. With my three supporters (kids) showing signs that they were ready to go I reluctantly packed away. I don't think it's going to be too long before the Viper is out and about again.

All in all if the car carries on performing as it is now I will be very happy. So if you fancy a drive with a big American muscle car this could be the car for you. It is definitely the car for me.

Walfisch Erfolg 4

I think this car deserves a round of applause just for that wacky name. And then you have the rest of it. FRP suspension arms? Alloy blocks, double belt guides, lay down shocks. This car definitely ploughs its own, its very own furrow!

So how does it go? Like stink is the simple answer. In the last few years I have built a few cars and tested a few cars, quite a few but none have exhibited the levels of grip this car generates. Admittedly it runs on 'Take Off' winter slicks whose longevity might be questionable on a warm day given this amount of traction. In fact the traction was to cause one other, freak, problem which is currently being investigated by the Walfisch manufacturers. The rear dog bones are, like those at the front, light alloy. With an 11 x 2 motor and a fresh pack of cells the car wrote off a pair of rear dog bones. I stripped the car and could find no sign of any transmission problem. Re-assembled with a new set of dog bones test two commenced - and ended the same way. I have now rebuilt the rear end with a pair of Powers RS4 Pro2 U/J's and I have had no other problems. The swap involved a bit of work and adds a little bit of weight but has proved to be a 100% cure.

Other than that glitch the car is a surprise. It is more like a slot racer than an R/C car! It basically goes where it is pointed with a little understeer in low speed, tight corners and neutral handling on the high speed turns.

I like it and I can't wait to try it in competition.

Our thanks to HPI and CML for supplying the review models. **RRCi**



The Walfisch runs well with this CLK shell