

## How do they go?

### The rain has stopped - so let's play!

April showers? You bet we had them - and then some. RRCi finally got up to date with testing some of the recent kit builds at the excellent Ashby Wolds circuit just off the M42 in the Midlands. This was an all F1 session, other models will have to wait for another time. I found that the F1 cars needed a different approach to everything else that I had driven to date. They were intensely frustrating and intensely rewarding at the same time. Where I could 'monster' other models with max' throttle at (almost) all times - the F1 cars needed a lot more respect. I managed two sessions with the F1's and for the second session I had the pleasure of RRCi's very own Kon Kazee as company. Kon was giving the new Keil F1 a little more track time but he kindly took time out to help me try to develop a smoother style for the 1:10th F1 cars. Thanks Kon, I will keep practising! The Kyosho and the Tamiya were both so forgiving that a fair amount of throttle abuse was tolerated. The HPI and the Keil both needed to be driven with care and skill, with gentle throttle control and smooth, progressive steering inputs. I don't have it cracked yet - but now I know what to aim for.

heavy car. Having retrieved the car from the Ripmax stand at the Sandown Show I set to work and fitted the Futaba radio and servos and it was off for a bit of kerb bashing!

I ran the Kyosho in with a couple of tanks of fuel by gently trundling around the circuit. I prefer to do this rather than bench run as it gives the car a chance to bed in properly. After the third tank I started to open the car up a bit. Result? Well, yes, it does need more power. The OS.10 engine is willing enough but a .15 would be a whole lot better. Be in no doubt however that the Kyosho .11 GSX engine fitted to the customer models will give much better performance than the smaller OS in my sample. In its present form the F-Ten has totally fail safe handling, great brakes and terrific fuel economy! If you fancy something different as a fun car this might just be the one - it certainly looks terrific out on the circuit and the strange size helps here making the car easy to place.

### Quick Spec

.11, (.10 as tested) Nitro engined 4WD single seater of 'Super 10' scale (approx. 1:9th)  
Pull start engine. Disk Brake, Wishbone suspension and coil spring/oil filled shock absorbers all round.

### Testers Kit

Futaba Attack 27 Meg radio and Futaba 3001 servos, Quickfire 16% Fuel. Ripmax Glowstart.

### Likes:

Super quality of components  
Range of suspension adjustments

### Dislikes:

Performance as tested  
Strange scale



The Kyosho really has the look of the new breed of F1 cars

## Kyosho F-Ten Formula

As you will have seen in the July F1 special, the F-Ten is a quality piece of kit. At the time of building it I did wonder if the OS .10 engine would have enough grunt for what is a fairly

# driving



A Ferrari, a racetrack and sunshine - bliss!

## Tamiya Ferrari F310B

Stand by for the Ed' to have a rave..... What an absolutely smashing car! I took this model to the circuit in 100% 'out of box' form, no mods', tyre goop, tweaks or hop ups to be seen. I set the car up on a standard 27

### Quick Spec

1:10th scale electric F1 replica. Suitable for fooling about on your car park, racing at your Club or, with modifications, racing at National level.

### Testers Kit

M-Tronik Digi Dash Speedo  
Multiplex 65175 mini steering servo  
Acoms Alpha 27 Meg' Radio  
Various battery packs.

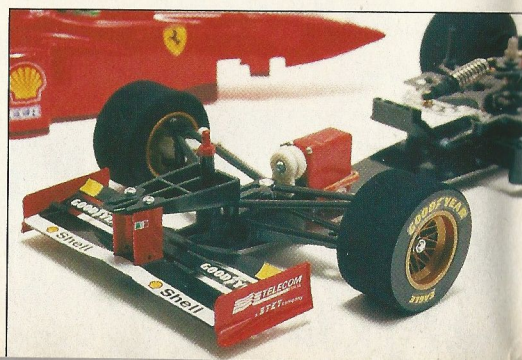
### Likes:

Excellent performance  
Ease of driving  
Scale look

### Dislikes:

Understeer

Now that understeer, change springs or tyres first?

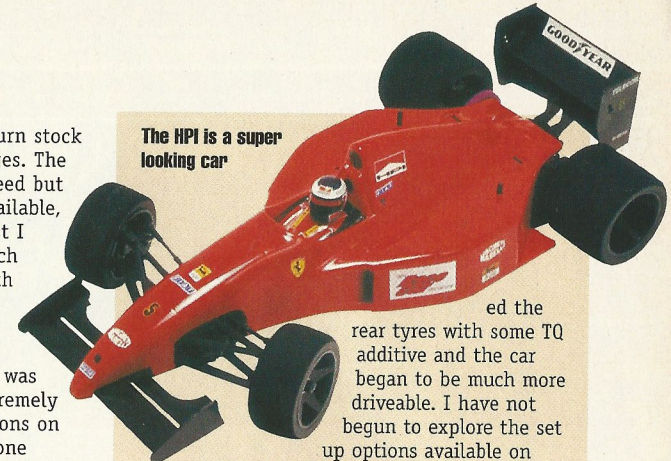


came back a week later with a 27 Turn stock motor on board, but no other changes. The car now has a serious amount of speed but the understeer, with more power available, is now a bigger problem. For the test I used an MTroniks Digi Dash Esc which was superb. Easy to set up and with an easily adjusted 'punch' control it has the added benefit for F1 of being seriously wee! The Multiplex servo was also new to me and performed extremely well, certainly faster than my reactions on the day! First class products, well done Tamiya, MTronic and Multiplex, more of the same please. Now I just need Peter Chaldecott - our Tamiya F1 correspondent, to sort me out on a more neutral setup and I will be one happy racer.

## HPI Special F1 car

Mmmmm, this is a handsome bit of kit. It went together very well and looked terrific when completed. The model worried me a little as it was SO adjustable. As regular readers will know I am relatively new to racing RC cars and I was not convinced I was ready for this level of sophistication. Not quite sure what I was letting myself in for I fitted the Multiplex servo (already a friend from my Tamiya F1 experience) and the MTronic, son of Prodigy, Speedo, the Futaba radio and prepared myself for the worst. And in a way I got it! As a relative novice the front end 'bite' of the HPI out of the box was totally beyond my control. Racers talk about 'steering' but this thing just BIT! Now to put this into context Kon Kazee ran the car around Ashby with a rather laconic comment of 'it's a bit pointy isn't it?' OK PE, so remember how to program the Futaba 3DPF and tone down that steering man, and quickly.... That's better, now I have the steering lock of a race car rather than a London Taxi! And the steering 'Expo' is well into minus figures so the car is a wee bit more driveable. Kon then treat-

The HPI is a super looking car



ed the rear tyres with some TQ additive and the car began to be much more driveable. I have not begun to explore the set up options available on

this chassis, but given time I will - I will. I just know that the car is capable of far, far more than this very average novice can currently exploit. Once I had made these adjustments the HPI became a lot more driveable, given time I am sure I would have been able to 'dial in' the HPI to my driving style. The HPI was incredibly smooth, the gears and the fully ballraced chassis combining to make a real 'stealth' car in terms of sound and presumably friction. My verdict? Buy a Tamiya as your first F1 car, or get yourself a tame expert to help you sort the chassis to your driving level. You must give the HPI serious consideration as your second chassis as you progress. RRCi

### Testers Kit

M-Tronik Digi Sprint Speedo  
Multiplex 65175 Steering servo  
Futaba 3DPF Steering Wheel 40 Meg' Radio  
Various battery packs.

### Likes:

Superb component quality  
Smooth performance  
Range of chassis adjustment

### Dislikes:

Nervous nature  
Not the most novice friendly chassis around

All is revealed

