

NEIL KERRIDGE

FORMULA for fun silver star

SILVER STAR - GV MODEL'S 'C'
CLASS FROM J PERKINS DISTRIBUTION

It was Thursday lunch time in the Traplet office, in downtown Upton. I was staring at a blank screen thinking Hmm, what can I do for lunch today! I pondered for 10 minutes wondering whether to go out for a walk and get some lunch or stay in the office and convince everyone to join in a network game of 'Marathon'. Unbeknown to me PeterE had showed his face in the office and he tapped me on the shoulder, breaking my concentration.

"Can you write about a couple of thousand words?", he asked. "What about?" I exclaimed. A smile came upon my face, I think I already knew what he wanted me to do.

I have been working at Traplet Towers for a while now and I had put my name forward to do a Formula for Fun car review. I was right, he wanted me to do a kit review, a 1/10 Merc!

Nice! Great!

A great new toy for me to play with - my smile extended as he casually added it was a 'Gasser' (I didn't have a big enough head to fit the enormous smile that had grown on my face). We went immediately down to Pete's Pit to see the exciting nitro powered model. We had a good look at it and Pete said a few things that I may have not heard, because of my admiration for this new thing in my life. Still no matter, lets get this thing boxed and take it home.

The 'Gangsta' look



Home

Right then, lets take a proper look at this baby then. The model itself is made by G V MODELS and distributed in the UK by J Perkins Distribution. First impressions really last with this model because of the blue anodised aluminium chassis plates that glare at you as soon as you open the box. It looks real cute cradled in its protective box.

The model boasts all plastic parts as impact resisting materials that should ensure a reliable sturdy car. The anodised chassis is a strong, but light alloy so it cuts the weight down. The model is set up at the moment for rear wheel drive but the front shaft is a universal joint, meaning conversion to 4-wheel drive is relatively simple. Snugly seated towards the front of the model is the huge (not) 85 cc fuel tank. Just offset, behind, in the centre of the car is the main drive shaft which also incorporates the Teflon Disk Brake - Teflon did I say, that's right, isn't that what saucepans are made of!

Supplied as standard is the .15 engine which Pete assures me is a 'nippy little motor, mate' - can't wait to find out. The body shell is a tough polycarbonate covered by a see-through film. Apparently there to help you keep it scratch free and

also aid you when combating over-spray during painting.

The front wishbones are very chunky and are joined by the several adjustable rods, which alter the toe-in, toe-out, camber and ride height. The shockers are supposed to be high quality oil filled shocks but on close scrutiny show that even though they are high quality there is no oil in them. This was a pre-production model which probably accounts for the lack of oil. We decided that we could remedy this by a quick raid on PeterE's bits box.

The car is nicely fronted by a big angular bumper. On the side of the box are some photos of original components as well as a few hop up parts such as Alloy suspension arms, U-type hubs and front and rear alloy hubs, worth thinking about for the future. Not included with the kit as per usual, are the radio gear and servo's, no fuel supplied you have to get a bank loan for that. Batteries are not supplied and also you must supply your own glow plug/charger and glow plug starter.

The main advantage is that the model is 90% pre-built, leaving only the engine throttle linkages and brake linkages to be fitted then followed by radio gear. So not really loads to do here, thank goodness!

The Build

First step is to tackle the instruction booklet. I've been told it is not the best manual ever and after looking through it I would tend to agree. The translation leaves a lot to be desired, but that, coupled with the photos, gets the message across quite well. As far as tools go I got by with a box wrench, flat head and Phillips screw drivers (various sizes) pliers and craft scissors. Anything specific I resolved to ask PE.

Servo's

Removing the top alloy plate (the servo plate) is not as easy as it looks. The plate itself is wedged in and the screws are slightly covered by an overhang. Sort out the servo's so that you have the right channels going to the right places, then find the servo-mounts from the relevant bag. I had to refer to the instructions to find out whether I had a slide carburettor or barrel. When that was found out the servos were put in place.

Next was getting the receiver and batteries attached? Now I thought this was quite strange - there was no apparent seating for the receiver, the instructions say to use the supplied releasable tie wrap, sit the receiver on the top chassis plate then bind the batteries on the



The rolling chassis ready to rock

underside with the tie wrap. I spoke to PeterE and he said yes, this is the case with some models. He generously offered to tidy up the wiring inside - I don't think he was trying to offend me, just wanted it to be more photogenic. Carry on Pete 'go for your life'. Actually a sigh of relief, knowing full well that I was having trouble anyway, all fingers and thumbs.

The engine was supplied and fitted, - great! That means I can skip some bewildering instructions on building up the engine. So I started on the linking rods to the engine and steering.

Steering, Brake and Throttle adjustment

A small bolt holding on a rod stopper was supposed to go on the steering arm first, but that came straight off, when I realised that the rod from the servo arm would not go through the stopper, 'doh!' First put the rod in the servo arm then slide the rod stopper onto the rod then fasten the stopper to the Steering arm. The correct size Allen Key was provided for this purpose.

Onto the throttle linkage, bit more tricky this one. The photos to this section are a bit dark to see what is going on. Still, with careful studying it can be worked out. More rod stoppers and springs on this one, it is easy to put on but I did not quite know if it was all set up right. A little tip here is to turn the radio gear on so the servos centre.

The brake linkage is slotted through a lever with a loop at the end. A rod stopper placed on either side of this means that when reverse is activated on the radio gear the brake is engaged and surprisingly it worked.

The next section deals with the throttle and brake adjustment. It gives a couple of photos showing if the throttle is too close or too

open, similarly with the brake adjustment.

Fitting the exhaust is merely a couple of screws through the engine, very easy. Looking at the size of the exhaust, in scale, it has a serious big bore. Putting the air filter on was a cinch but placing it the way the instructions said it was almost completely covered. I therefore turned it round - much better!

The model was nearly finished; the build stage anyway. All that was left was to fit the fuel pipes.

Wheels

The wheels were just right for a Mercedes, very sporty looking yet classy. Massive alloy looking inners and thick black five spokes finish them off a treat. The tyres just snap over the hubs and PeterE has this nifty little gadget to help get the glue into the grooves to seal them on. Much better than getting your fingers stuck together (Wonderfully simple piece of kit from the KO Propo Professor range, recommended, Ed').

Body Preparation

Now I am supposed to be artistic and I hope I am, but PE specifically said he wanted the body shell done in box colours. OK, fair enough, the light silver is rather sleek but I am not too keen on the decals provided. I had been told to read an article on decals and spraying techniques in the March 1998 issue. The model was not supplied with window marks and as I wanted to black out the windows this meant lots of meticulous taping.

Nevertheless the result was worth it. Another tip is to cut the body shell out before spraying. This reduces the possibility of cracking paint. When the black was dry it was passed over to my colleague Nigel McStay so he could cut the body shell out. He has a more stable hand than mine. When this was done the body was sprayed in the sleek silver. A small can of Pactra 1/10 body spray is just enough for a good covering. Do not be dismayed if you can still see through the body shell from the inside out. It will be alright from the outside in. Once the final layer of silver paint was on and dry, it was time



Yes, a really nice wing is supplied but not fitted here.

to peel off the protective covering. Now, PeterE and other people who have done these RC cars before warned me that you can not really tell the finish of the body when the protective film is on. So basically you could end up breaking your back over a multi-coloured-blended body shell only to find out your spraying technique leaves something to be desired.

So, here goes.....

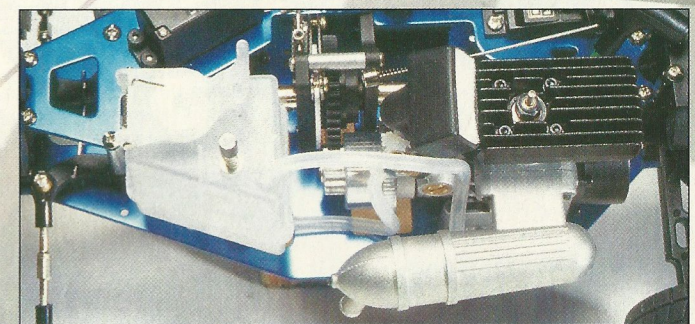
GREAT, so far, no blemishes in the rear of the car, looking good on the roof - Oh but what's that - looks like a blemish on the bonnet, no it's alright, it's just the reflection off the bonnet. GREAT, no blemishes either and with the blacked out windows, looks like a real 'Gangsta Mobile'. As a final touch I painted

some of the intake indents to add a bit of realism. Unfortunately the edges have bled into the silver paint, not a major problem but noticeable up close.

I suddenly realised that I had not put the holes in for body mounting, rats!, be careful if this ever happens. In fact take heed of my mistake - do it before spraying! It took about an hour of carefully pushing a drill bit, trying not to burr edges and lose paint.

Decals

Next: Time for the Decals. As I had mentioned before, I was not too keen on the huge D2 Privat logo, which was supposed to go all over the car. No I don't think so. I applied decals to my liking. A choice of two sets of lights, white



The supplied engine is plenty powerful enough for a beginner

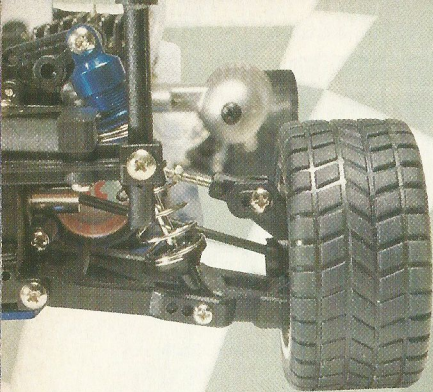


Turnbuckle adjustment, alternative shock fixings



The pre-assembled front suspension

"Can you write about a couple of thousand words?"



The tidy rear suspension



Super detailed wheels

fronts or grey fronts, then large rears or small rears, definitely the grey fronts and small rears. Applying decals can be tricky, as I found out jumping in with the first front light. Bending the Decal around the body was not easy, until I re-read the article mentioned earlier.

'Use A Hairdryer' it said. Sounds poofy but I will try anything once. Amazing, I couldn't believe how easy it made it. Gently tack decal in place, heat and watch it stretch almost into position, leaving a gentle rub to firmly stick it down (If you use a cotton bud at this point it will smooth out nicely, Ed').

When the number plates and various sponsor stickers were on, I stepped back to admire my creation. Nice! It was still lacking something on the bonnet. I toyed with the idea of placing the Merc badge on it, but then decided to make up my own bonnet graphics. It is only a simple number and strategically placed Bridgestone stickers, that is all it needed.

One final touch was to make some fuel caps, Double filler caps for the rear pillars none the less, easy, I can do them at work on the sticky back plastic.

Running the Gauntlet

The date was Sunday; the time was 3 o'clock. I was late and arrived to find myself almost being overtaken by a 1:10 Nitro mini.

Whilst PE had a play with my engine, setting it up and getting it started - heh, heh, good luck, I was ripping the ace little mini around the car park, skids, and tight turns. Nice.

All of a sudden an almighty roar enveloped me from behind (slight exaggeration) my car was running!

PeterE sat me down and took me through the whole process, and I found it is surprisingly easy to start. Put the glow plug in, fill her up, pump some fuel to the engine, attach the glow plug starter and pull away. Bingo it's running after a few pulls on the built in recoil starter. So onto getting the little racer shifting. Off we go but the camber and toe in are well out, so it whizzes immediately into a series of doughnuts. 'Pit Stop'. Various attempts turning bolts and twiddling screws and hey presto, it would travel in a straight line. It will probably take me a while to sort out my own ride set-up but after a few runs I should get used to it. Oil in the shocks is a must, so after a few runs I'll get them filled up (Adding a wee bit of negative camber to the rear end was all that was needed to tame a seriously tail happy model, after that it was excellent, Ed').

Chuffed

Cheers! Pete. The model is well-designed and very good looking when finished. It's a good little mover; the engine kicks out plenty of power to shift the sleek Mercedes to what seems like warp speed to a mouse. It is definitely an easy model to start on or even if you have loads of experience.

Hours of fun coming my way. **RRCI**



Reviewer and model

Quick Spec

Testers Kit:

Likes

Dislikes: