

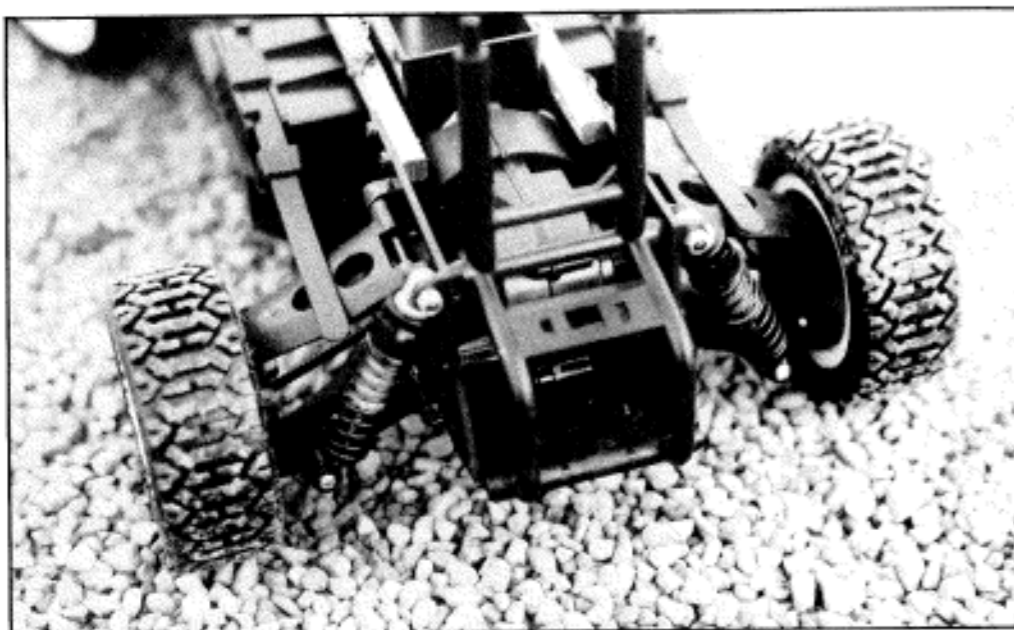
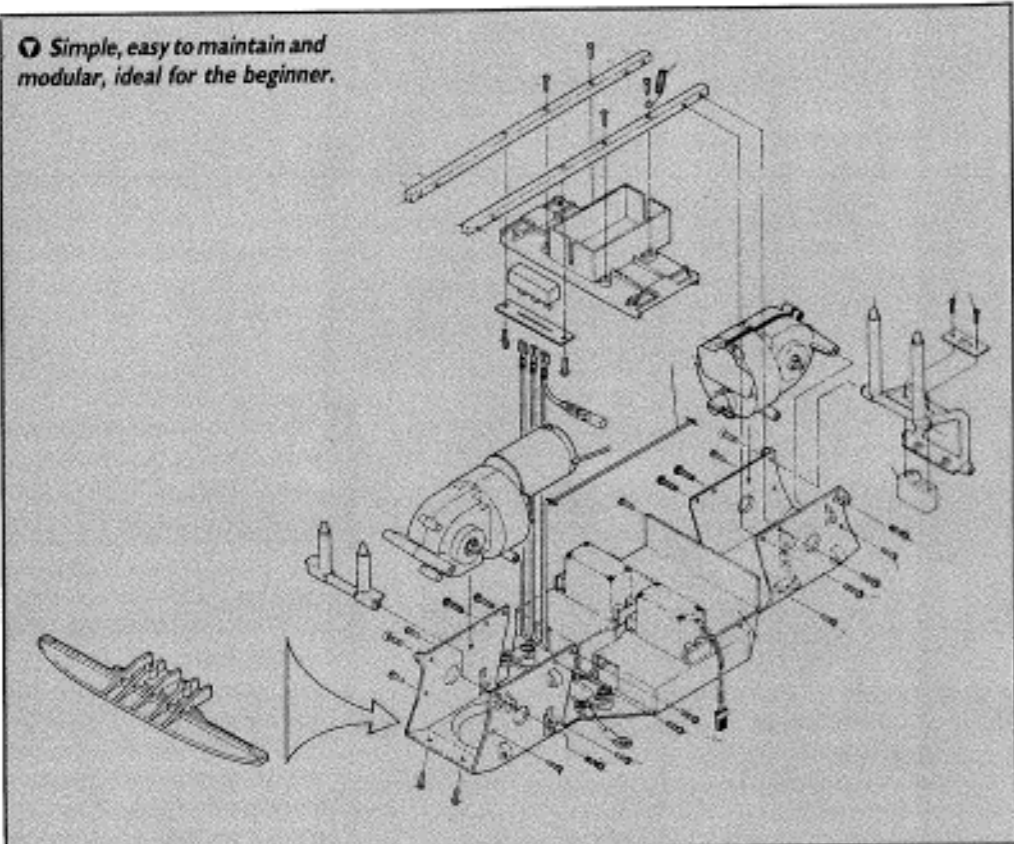
HIROBO

PEUGEOT 205 TURBO 16



There has been of late a trend toward the ARTD (Almost Ready to Drive) Purists amongst us no doubt which is why too ready to pour scorn on this type of car. It is interesting to note that this was also the case with Almost Ready to Fly aircraft which were first arrived some years ago and they are not only accepted but sold in a large number of all vic countries in the U.K. It would seem that the popularity of this type of car is growing if you take a look through the pages of the BBC you will have seen that the Hirobo Peugeot 205 Turbo 16 was released in 1984 and it was the most popular model to be sold here.

Simple, easy to maintain and modular, ideal for the beginner.

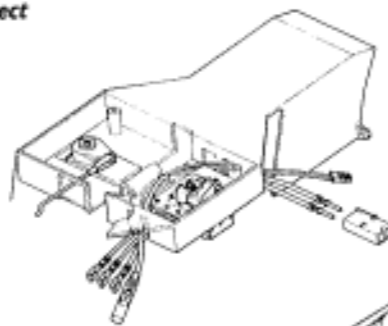


now that this car is extremely good value for money and is definitely no toy! Any beginner may well take a long hard look at this car for rallycross racing when this exciting new formula gets going.

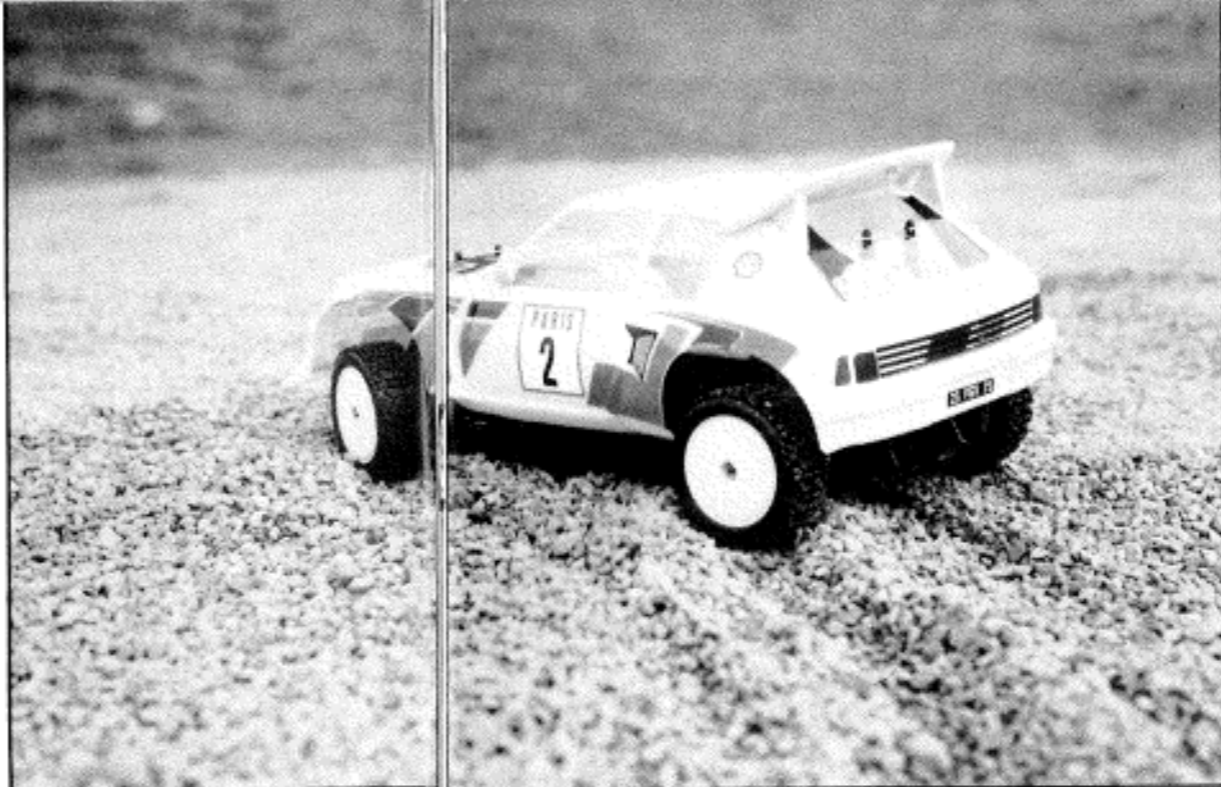
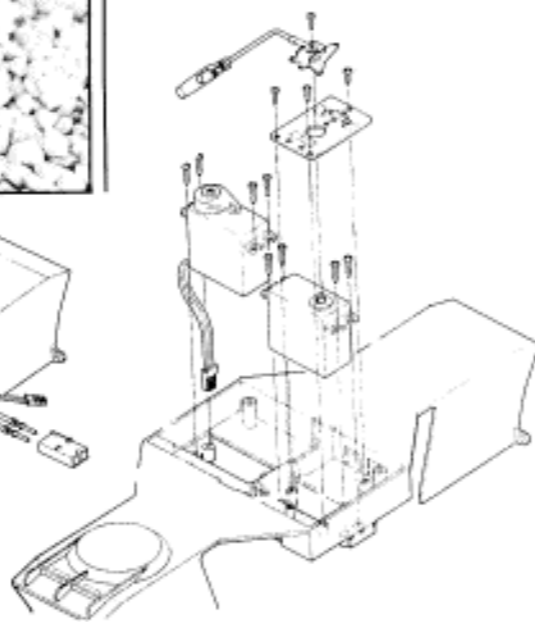
Out of the Box

There is the barest minimum of constructional work to carry out as the Peugeot literally is fully built with only radio gear to add. Technically the Peugeot is a 4WD, monocoque chassied, twin gearboxed racer with a high specification.

Rear bumper bars protect the gearbox.

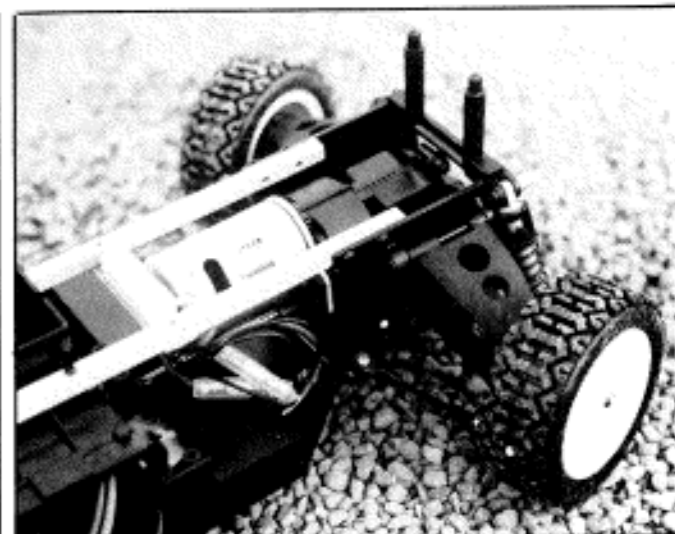


A weatherproof plastic radio box holds all your precious radio gear safely.

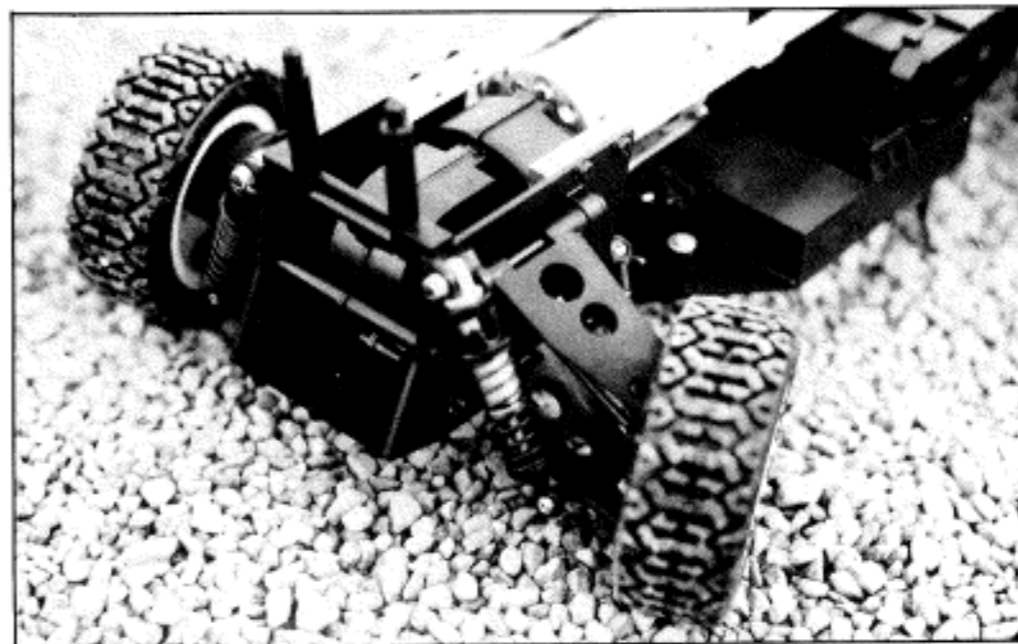
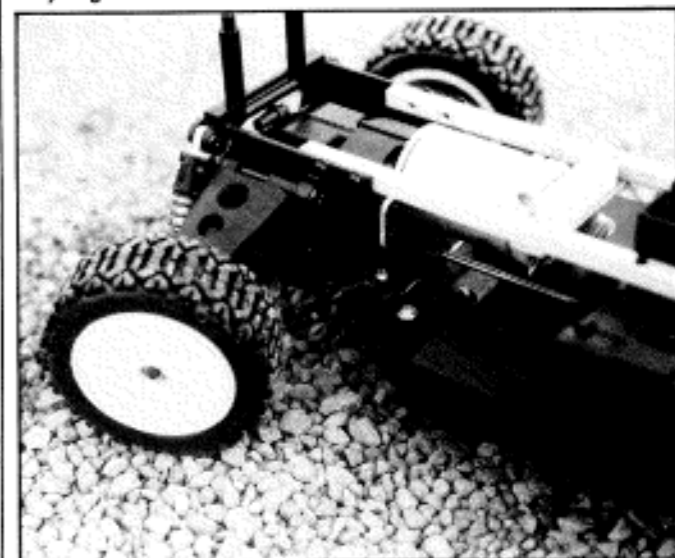


Suspension both front and rear is provided by upper and lower wishbones, each corner is controlled by a three-way adjustable coil over oil damper. A centre mounted, longitudinal fixed Mabuchi 540 is included in the kit and drives all four wheels through the front gearbox, via a propeller shaft to the rear gearbox. Each box contains a sealed planetary differential, each diff. is amazingly smooth and free running. The Peugeot has two radio compartments moulded into the chassis, one contains the receiver the other situated at the base of the chassis contains both servos and speed controller, a handy battery compart-

Ari Vatanen in his tremendously powerful works Peugeot 205. Photographed at the 1985 Lombard Rally.



Alloy stiffeners are used to make sure that the Peugeot's chassis stays rigid.



ment complete with retaining straps is also included. A BEC power lead is also supplied ready soldered to the speed controller.

As to the Future

If Hirobo's Peugeot points the way to the future design, presentation and equipment level of ARTD cars then the future looks very rosy indeed for this type of model. Sure purists would scorn but this would be very unwise indeed, actually the Peugeot is better equipped than a lot of kits available and you would be out and about driving your car at least 24 hours before the kit builder. Spares are available and as we said would make an ideal beginners car, or a car for someone who is not particularly technically minded or who would like a super r/c car but simply does not have the time to build. If any of the above applies to you then take a long hard look at Hirobo's Peugeot 205.

Available from your local MacGregor stockist. ○