

The Hodr is the latest release onto the Rallycross market, offering a good specification and handling package, many may choose Hodr in the future...

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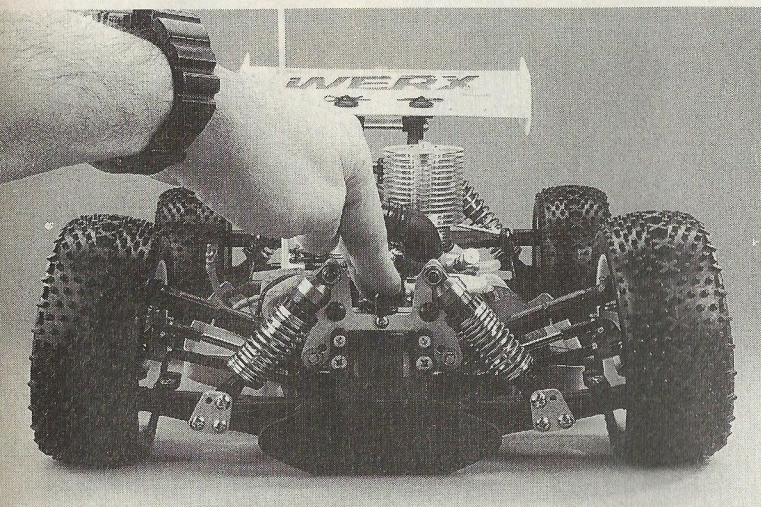


The Rallycross racing scene must be one of the strangest forms of RC car racing there is. Considered by drivers in the other classes as a lower form of racing, Rallycross has suffered with a bad image. Anyone though who has tried it would soon

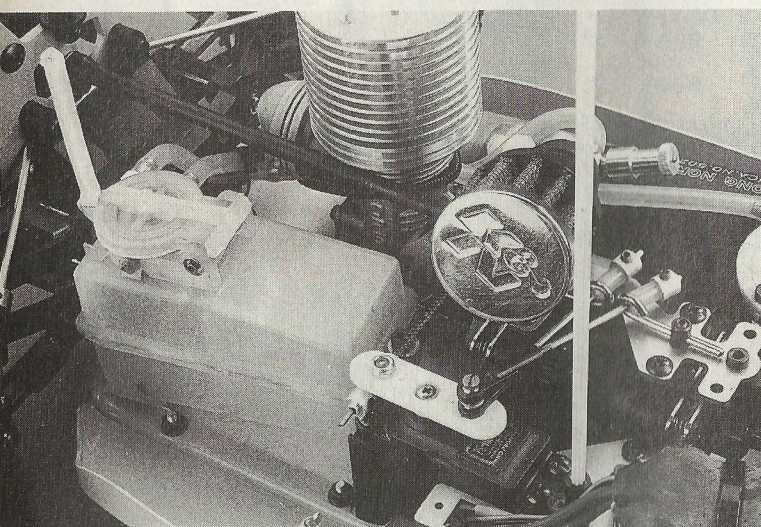
find out that like any other class winning is not easy. No, the cars may not have the sharp handling of a 1:10 buggy and do not offer the high speeds of 1:8 on road, but Rallycross racing has its own set of attractions.

What is really strange though is

the amount of manufacturers making cars aimed at what is a fairly small market. In the UK you can choose from as many as 10 different makes, on the National scene that's virtually one make of car for every ten people racing!



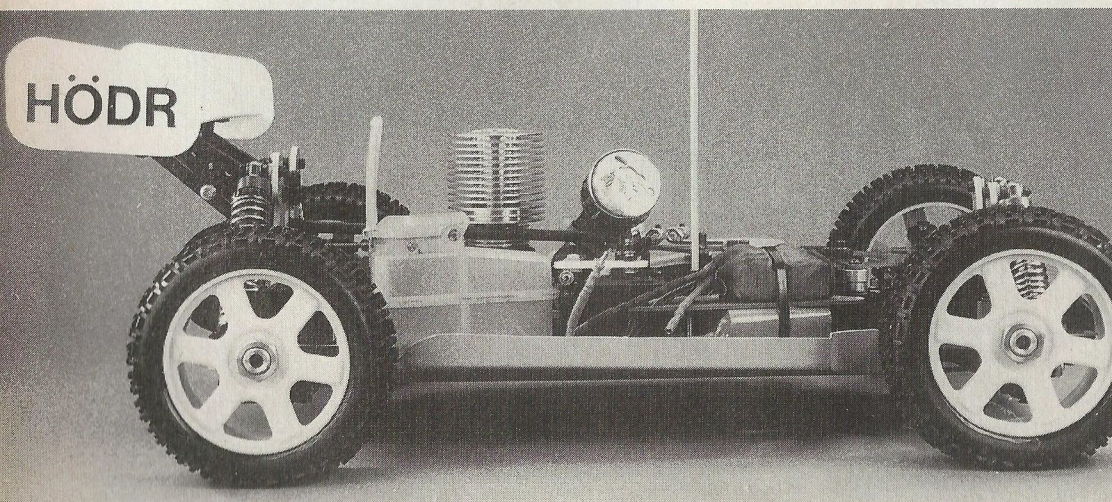
Front camber change is set on the Hodr. Note X pattern type tyres.



Make that 11!

One of the smartest cars on the market is the Mugen, slickly moulded and ergonomically designed, the Mugen has been well thought out and well produced. With Tommy Chung at the wheel the Mugen has been one of the cars to

beat in recent years in the UK and around the world. Tommy is a first class driver, his efforts so far with the Mugen have netted him as higher result as second at the European Championships and for Tommy to change camps would require a special car.



When Tommy was offered to drive the Taiwan made Hodr both Tommy and father David felt it was worth a go. After a little testing the decision was made to go with the Hodr and race it. Since then David has become the importer of the car, Tommy the chief driver and Europe and Asia Models the name of David's company devoted to the model in the UK.

Here at RCMC we were offered a close look at the Hodr and decided it was worth reporting on, being neat, well made and having come from the same designer as the Mugen.....

Taiwan made

The Hong Nor Enterprise Co. Ltd are based in Taipei Hsien, Taiwan. The reason the car has come about is simple. The ex-designer of Mugen wanted to produce his own car and the Hodr is the answer. Don't be fooled that the reputation cars made in Taiwan are no good fool you, most are and the quality and manufacture on the Hodr are up to high standards.

The base of the car as with all Rallycross cars is an alloy chassis to which everything is bolted, plastic gearboxes hold geared differentials and alloy shock brackets. A centre diff is also included as are twin brakes either side of the centre diff. This is needed otherwise all the braking is done to the rear.

The example we have belongs to Tony Miller, installed is the latest OPS which fits to the car using the

standard engine mounts and fitting parts. Radio installation is simple, servo holes are already made in the top plate and space is made for the other electrical parts.

The shock absorbers are well produced and have alloy bodies with a thread on the outside to adjust the spring. As with most Rallycross cars the Hodr really has nothing revolutionary in its design, just well designed parts that fit well and do their job.

Building the Hodr is again like any other well made 1:8 kit. They do require a little more time than say



a Kyosho 1:10 kit, but when finished the Hodr is a fine example.

So far in the UK the car has taken TQ's and performed well in the hands of both Tommy and Tony. David Chung has the car in good numbers and has a large amount of spares already in the UK. At present Kyosho are ruling the roost, between Jamie Booth and James Weeding the latest Inferno is looking good, but the Hodr has been said by many to be the next best so far - and with a lot of further development still to come.

Overall

A good Rallycross car can be described as one that is tough, handles well and has a good spares back up. The Hodr has all these to its credit. As yet no National wins are on the board but that is just a matter of time.

For more details on the Hodr you can contact David or Tommy on 0628 35790. They are friendly people and will give you all the info you need to know.



Underside of the Hodr is alloy with side plates bolted onto the chassis to protect the radio equipment and engine. Below; UJ's on the car are tough and chunky.

