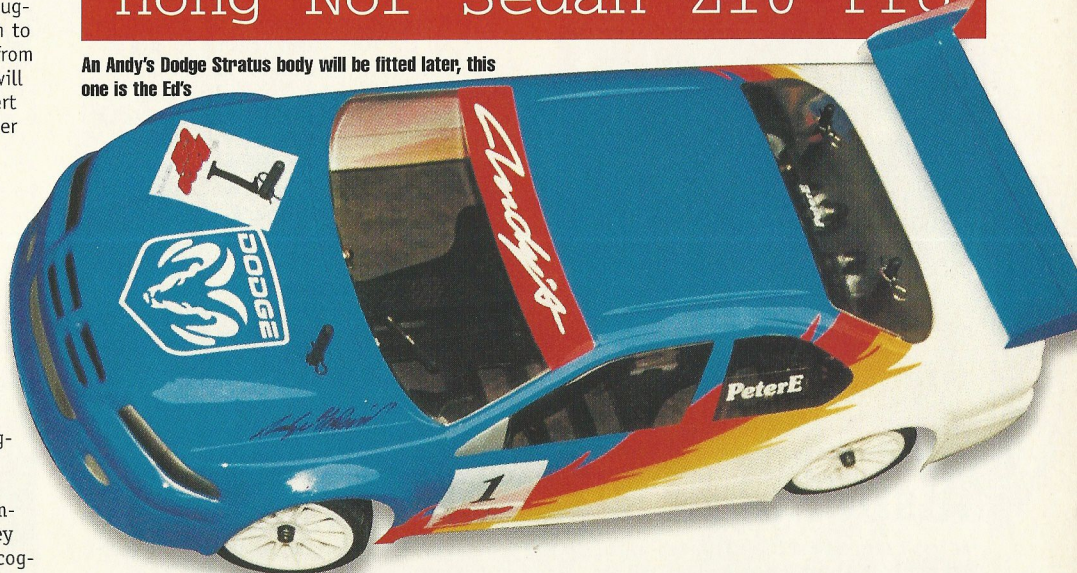


tourer from taiwan

Having recently completed a review on the new saddle pack Christian Keil Formula 1 concept, the Ed asked me whether I would consider having a go with a scale saloon. The timing could not have been better as I was looking around for a scale saloon to race through the winter. I had already tested the Schumacher SST, the Yokomo, the M1 Express, the Losi and the HPI belonging to various people in modified racing set-up. When PeterE suggested this one I thought - what better than to have something brand new? It may be that from an average racers point of view this review will be a little bit different from Dale Burr's expert opinions in his recent feature. (In the October RRCi - Ed')

Hong Nor Sedan Z10 Pro

An Andy's Dodge Stratus body will be fitted later, this one is the Ed's



Hong who?

A bit of background - Hong Nor Racing may not be on the lips of everybody who race in the world of 1/10th electric scale saloon. In the 1/8th rally cross scene however the name is linked strongly with performance and quality at a mid range price. Based in Taiwan they have been manufacturing high quality 1/8th scale buggies such as the HODR and Ultra GT since 1993. It was only a matter of time before Hong Nor Racing would target the ultra competitive 1/10th scale saloon scene. This they have done to good effect and have been recognised as a formidable challenger in the USA and the Far East. The Z10 caused a significant stir in the UK helped by the publicity gained during the World Cup event in South Shields recently.

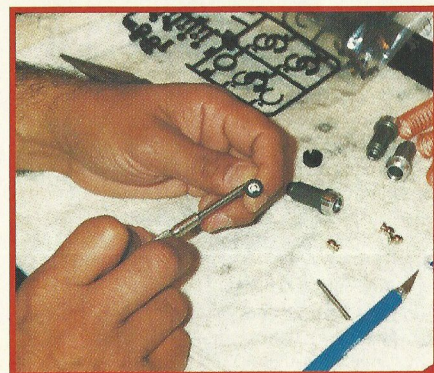
Opening the Box

The Z-10 Pro comes in a typical compact box, as you will find with most scale saloons. The first item you will notice is the high quality carbon fibre chassis, 2.3mm thick. This has slots neatly cut to accommodate saddle pack batteries. One of the first things I did with this saddle pack arrangement was to check to see if the slots had any sharp edges on them, this can be annoying as the batteries won't seat right. No worries here though as everything was OK and there was no need for any modification. The chassis is lightened with various areas milled out but the crucial bits remain to provide a sound and rigid construction. I like the idea of having holes under the front and rear differentials to allow debris to exit. This is better than the muck and stones getting trapped inside the gear boxes where it can very likely damage the drive belt and differential pulley.

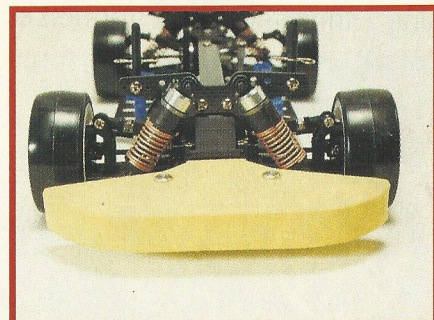
The Z-10 Pro comes with a very high speci-

fication. This is apparent in the high quality carbon fibre chassis, top plate, front and rear shock towers and the 14 precision ball bearings. One excellent feature in this car was the CNC Aluminium Motor Mount complete with cooling vents is standard in this kit, not an expensive add on. The other components for build are neatly packed in zip locked bags with numbers denoting the sequence in which the builder should open the bags when constructing the car. The drive train of the Z-10 Pro is very similar in construction to those other scale saloons mentioned previously, it incorporates a twin belt system. I did notice the good quality of belts in the drive train, which were not only fibre reinforced but also Teflon coated to ensure a strong but smooth operation. You also get a one way roller which is a big advantage on large, high traction tracks. The differentials supplied are consistent in their quality and make-up of all the other kits mentioned above.

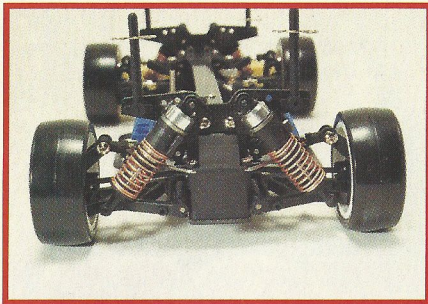
A standard 78 tooth, 48 DP spur is supplied, but one interesting feature is the design of the pulley system is that unlike some cars where their drive pulleys are integral parts of the spur mount and one way roller, the pulleys on the Z-10 are made of nylon and they ride on the aluminium adapters that form the spur mount and one way roller. Replacement means only the nylon pulleys and not the entire unit, a much cheaper option.



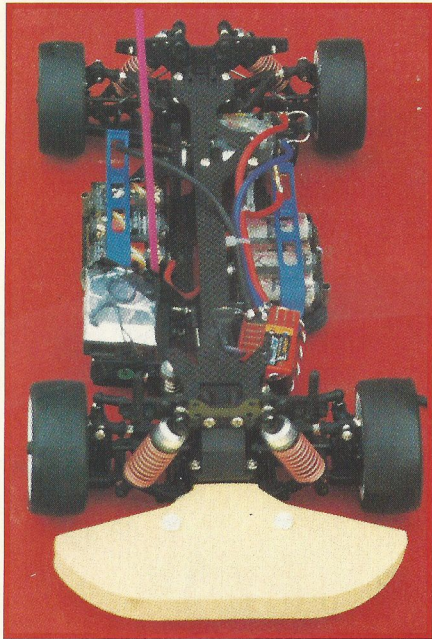
Assembling the very smooth precision shocks



The yellow foam bumper comes as standard



The absolutely superb shocks



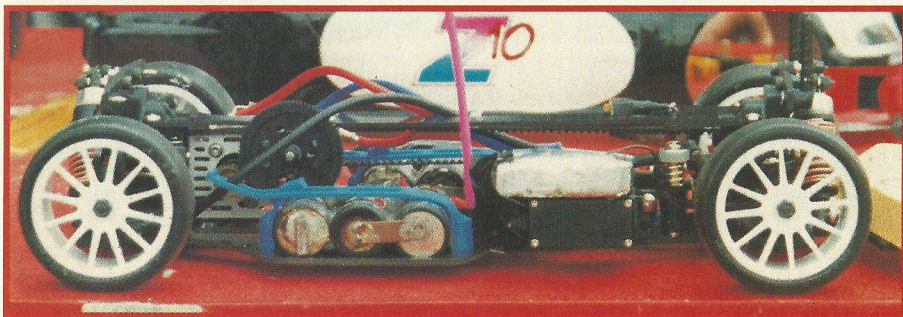
Ready to go, boy does it go!

Suspension

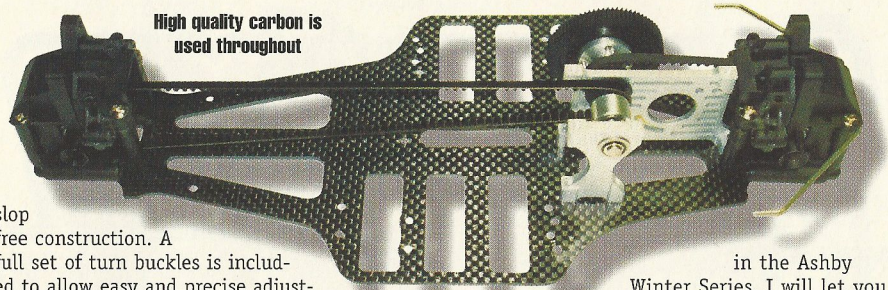
As you can see from the photographs, and certainly if you have ever seen one of these cars up close, you cannot fail to be impressed by the absolutely superb shocks. These are hard anodised and Teflon coated to give silky smooth bind free action. The pressurised shocks come supplied with the normal 3 different pistons with varying numbers of holes. Rubber diaphragms are supplied to compensate for volume changes in the oil when the shocks are compressed, nylon retainers are supplied to allow easy and accurate spring rate adjustment. The kit comes supplied with the Z-10 copper springs. I found that these gave just a little too much bite to the front end.

On all 4 corners you will find moulded fibre reinforced nylon suspension arms with adjustable top links. These wishbones are chunky but light and they ensure a strong and

'you cannot fail to be impressed by the absolutely superb shocks'



First test at Stafford



slop free construction. A full set of turn buckles is included to allow easy and precise adjustment of camber. The upper and lower wishbones are held firmly to the gearbox by hardened hinge pins that are locked in place by grub screws instead of tiny E clips that can prove difficult to put in place for the average assembler.

Track Time

I took the car up to Stafford for one of the rounds of the TORC championship to give it its first run. I fitted a Novak speed controller, Corally 13 triple motor. I geared up on a 25:78, which is the biggest pinion I could get on without jamming the motor on the top wishbone. But it would suffice for the test. I fitted 60 weight Schumacher oil and the kit copper springs to the rear and 40 weight Schumacher oil and Schumacher purple springs to the front. The kit tyres are not BRCA legal, i.e. no manufacturers name on the side wall, and nor are they belted so they stayed in the box. I selected to use take-off HSA tyres, wides all round. For this test a Terry Atkinson sprayed Audi A4 body shell in West McLaren livery was fitted but I will also be trying an Andy's Dodge Stratus body.

What I did notice from the moment my turn came to accelerate down the straight at Stafford was how true and precise the car was immediately on this standard set-up and was able to quite comfortably negotiate the technical side of the Stafford circuit. Remembering I was testing the car I was able to run with confidence and did not embarrass myself by falling off the pace of the other competitors. As the 5 minutes were counting down the confidence with this car was counting up and I remember thinking to myself was it the car, the chassis, the shocks, the untreated tyres? Or was it that I was driving a brand new kit and I did not want to push it? Certainly something was working and it was working well. On taking the car back to the pit table I had an enormous feeling of confidence. Unfortunately the test was called to an abrupt end when the weather changed and the rain came as I only had one set of tyres. I will be interested to see how this car handles over the winter as I intend to run it

in the Ashby Winter Series, I will let you know.

one moan is the use of zero offset wheels. At the time of this feature they are very difficult to get hold of, as these wheels are not interchangeable with any other on the market. This will change very quickly as the Z10 is joined by the Corally ISTC which also uses zero offset wheels.

Conclusion

I am very impressed with the quality of the car and the components supplied and how easy it was to assemble. I am sure that in the hands of a very serious front line driver this could be a major contender in the world of 1/10th scale saloon. The price is set at well under £200 through Euro and Asia Models of Maidenhead, ask for David Chung, I understand that he is also importing the standard version of the Z-10 at a very competitive level. **RRCI**

Quick Spec

Twin deck belt drive 1/10th scale touring car chassis. Fitted with ball races throughout. Kit includes wheels and tyres. Saddle Pack or stick pack battery layout. Body shell, motor and radio equipment, ESC and cells needed to complete.

Likes:

- Superbly finished carbon fibre chassis
- Many normally expensive options are included
- Simple, straightforward build
- Superb confidence builder with good on track performance
- Price
- Grub screw ride height adjusters

Dislikes:

- Kit tyres
- Zero off set wheels

