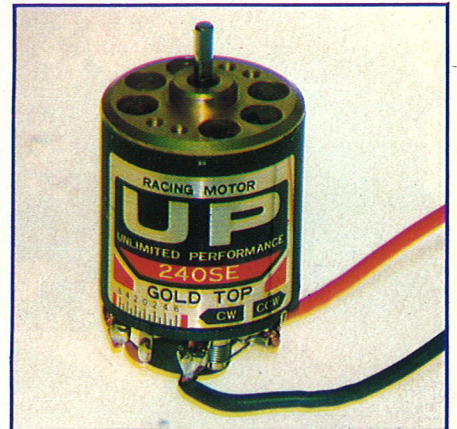




# Super Sprint



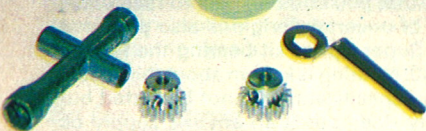
*The U.P. motor is an unspecified wind but it really does go.*

*Nikko's first 4WD competition car is looked at in depth*

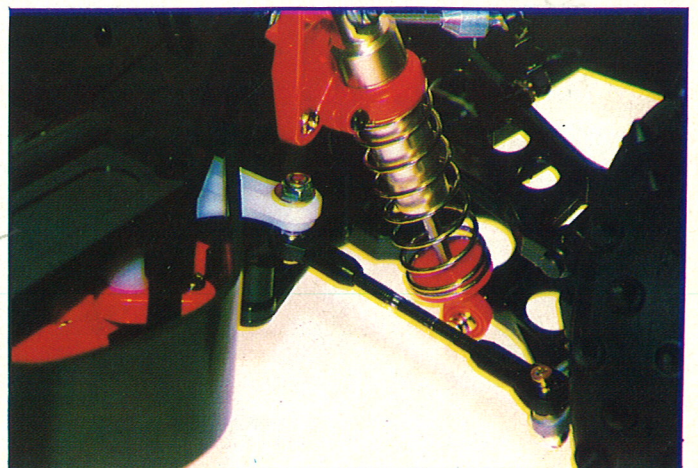
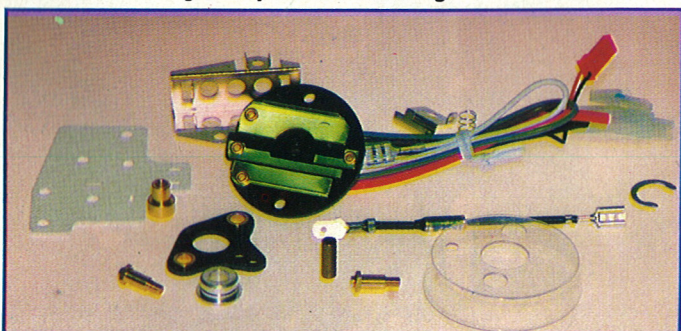
For some time Nikko have produced top quality radio controlled products but have not ventured into the serious racing car field until now, that wait has definitely been worth it as one of the latest releases from Nikko has proved. We at R.R.C. have had the Super Sprint under review and have been rather impressed with what we have found.

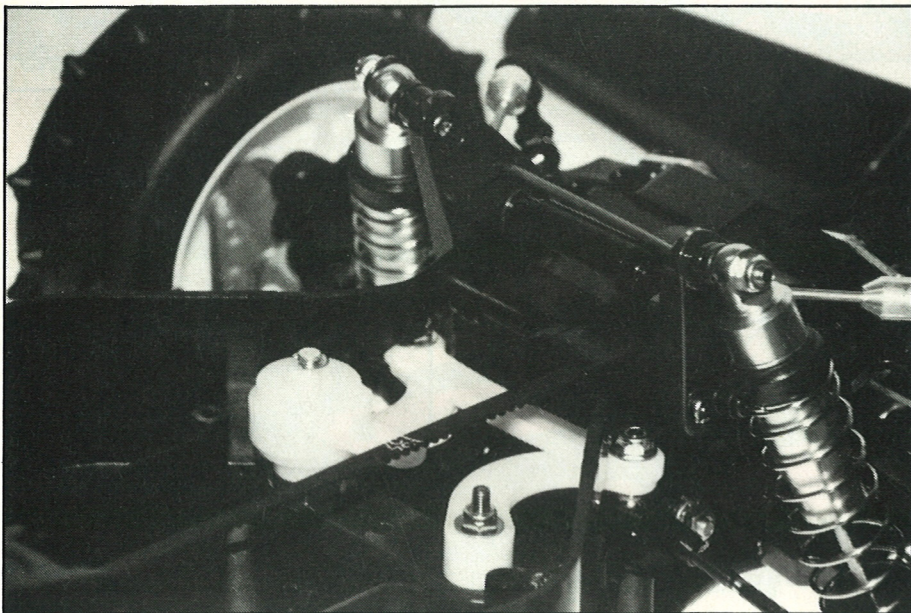
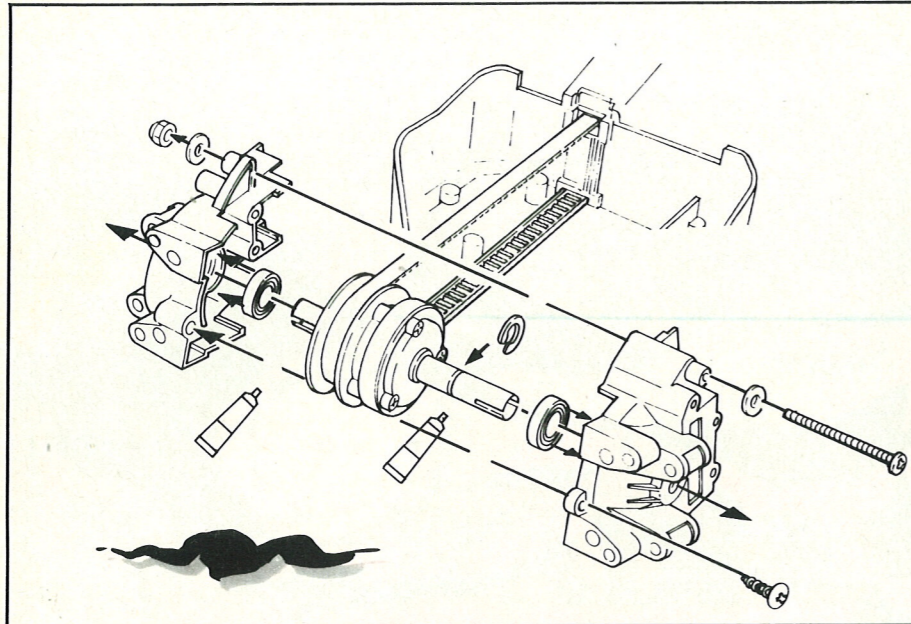
**In Brief**

Briefly the car appears to have all the right attributes: 4 WD, mid mounted motor, belt drive and a torque limiter. All the components are manufactured from top quality plastic, nylon, aluminium or steel and should give excellent wear characteristics. The car looks good, that's all the encouragement some of us need to put our hands in



*Above, oil, wrenches and two pinions are all supplied for your use. Below, a very solid and well manufactured speed controller complete with thermal cut out to stop any meltdown problems, again supplied. Right, steering tie rods and shocks, all solidly and firmly manufactured to give dependable handling.*

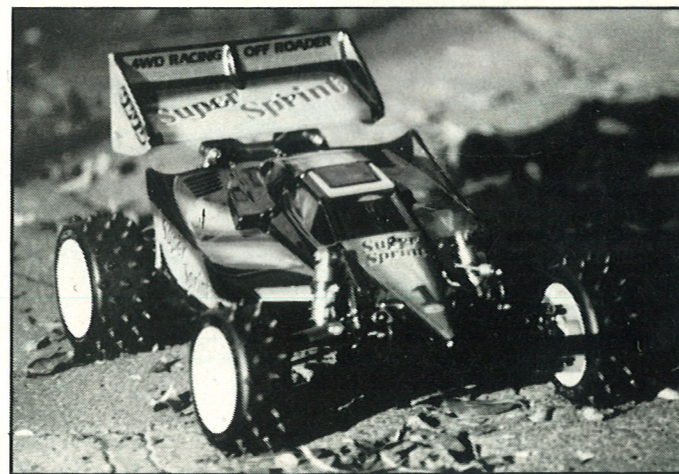
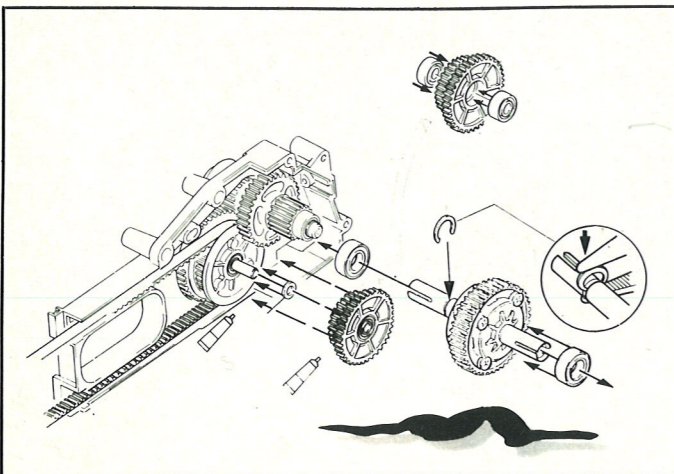




our pockets, packaging is excellent, both inside and outside of the box. So what makes the car tick? Read on, read on.

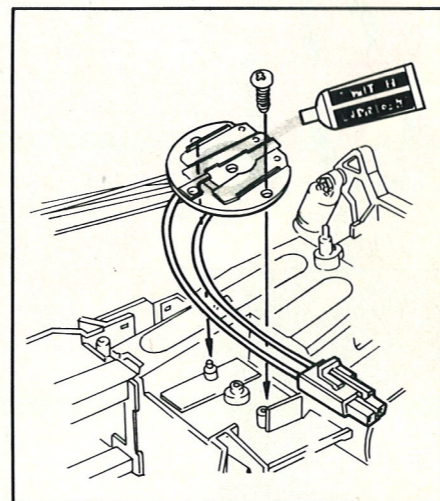
Assembly begins with reading the instructions, a very important step! The instruction booklet is clear and precise with every stage neatly and clearly explained using diagrams and exploded sectional drawings. Assembly proper starts with the

**Above, a view of the steering idler and drive belt, covers are provided, don't run without them. Below left, exploded drawing of a rear gear box.**

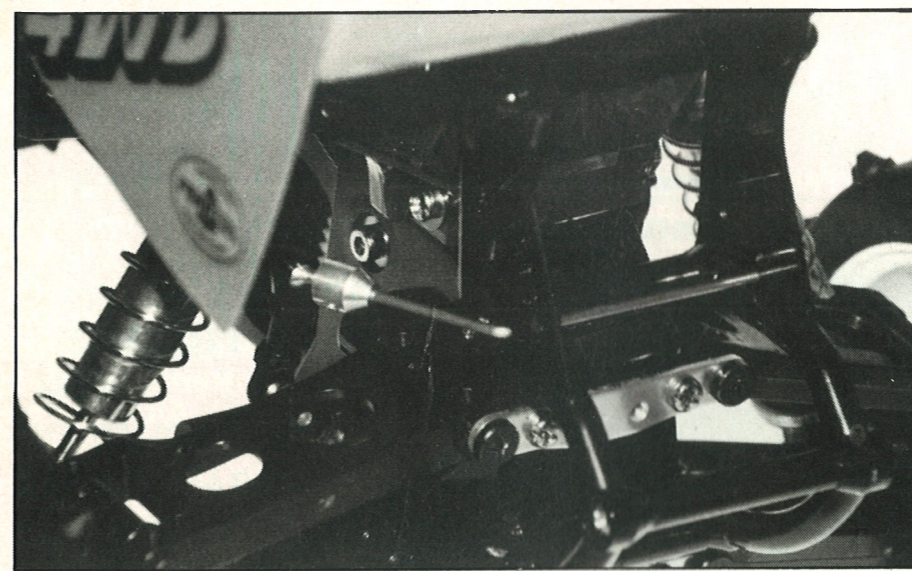


rear differentials and gearbox, notice we say differentials as the Super Sprint is fitted with a torque splitter that allows you to alter the amount of drive that is distributed to the front wheels, this splitter is easy to adjust from the outside of the car simply by using a hex wrench. The differentials both front and rear use planet gears to provide the action and both can be assembled in well under the five minute mark. Drive is transmitted from front to rear by a medium pitch belt, the drive belt runs along the centre of the car and is completely enclosed by guards, run without at your peril. Mention should be made at this point that no fewer than 20 bearings are supplied with the Super Sprint to safeguard against our enemy, the dreaded friction, consequently the car feels very free both front and rear.

Top and bottom wishbones are used both front and back, these are constructed in heavy duty plastic and should provide no problems, no matter how hard you collide with something. Uprights and pivot pins are used to hold everything together and again all works exactly as it should do. A set of



coil over oil shock absorbers are provided and these are first class quality items which handle just about all the different types of terrain that you could expect to race on. A motor of uncertain origin is also provided in the Super Sprint kit bearing the legend U.P. 240. Nothing is known about this motor so wind specification cannot be stated but it surely does go! (Can anyone supply us

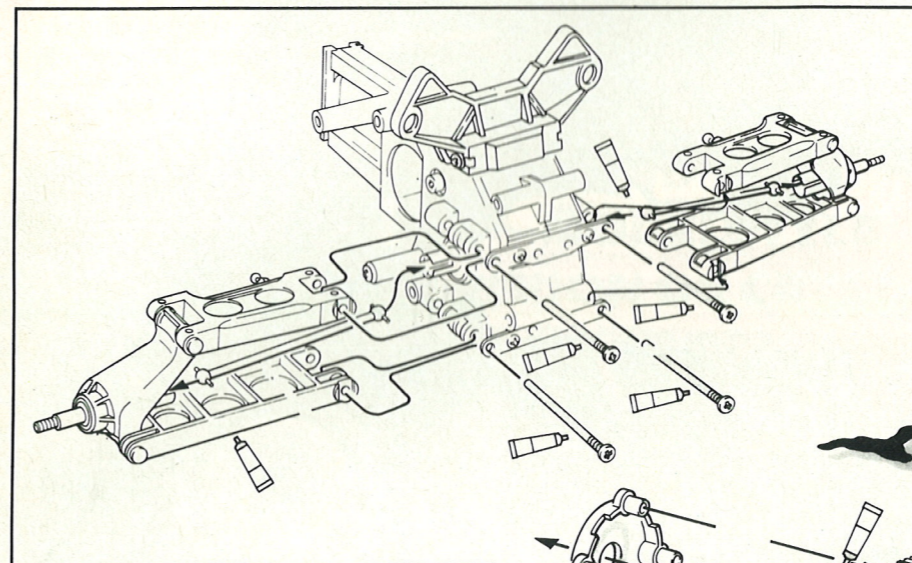


**Left, as you can see from this photograph all is bolted very firmly together, you can also see the hex drive adjuster for the torque splitter.**

the Super Sprint at very high speeds well beyond the normal five minute race duration mark, either testament to a low power drain or the amount of bearings within the drive train itself. One alteration that we suggest to any would-be owner driver is to lower the suspension a little as the car does tend to sit a little on the high side and can give some hairy moments during cornering, this can easily be done by inserting silicone tube spacers inside the shockers and around the shock shafts whilst construction is taking place.

All in all it must be said that the Super Sprint is a car that you should consider if you are looking for that first race winning 4WD car to clean up at your local club. At first glance you may decide that £199.95 is a little too much to pay for your first 4WD car, then think again and remember that the Super Sprint does come complete with 20 ballraces and a modified motor, items which if you were to buy at a later date when you find that you need them, which you certainly will if your racing is serious, would cost you well over £100. Looked at in that light the Super Sprint is very good value for money indeed and must be worth serious consideration.

Available from The Model Shop, 190-194 Station Road, Harrow, Middx, HA1 1JU.



with more information on U.P. motors?) A three step speed controller is provided and for those who will use this item and not replace it with an electronic type is very reliable and solidly built, in normal use it should last for years.

**So far so good**

So the Super Sprint is all together, all wired up and ready to go. Unfortunately a race meeting could not be found to take the Super Sprint to so an individual test had to be carried out. First it must be said that all the systems worked perfectly and gave no trouble. The torque limiter also gave no cause for concern and worked perfectly throughout the different settings we dialled into it. The Super Sprint suffers the benefit of a little understeer which tends to make the car rather forgiving at high speeds. You will notice we used the word high in conjunction with speed, we found the motor to be as responsive and as fast as the best we had yet come across and was able to propel

