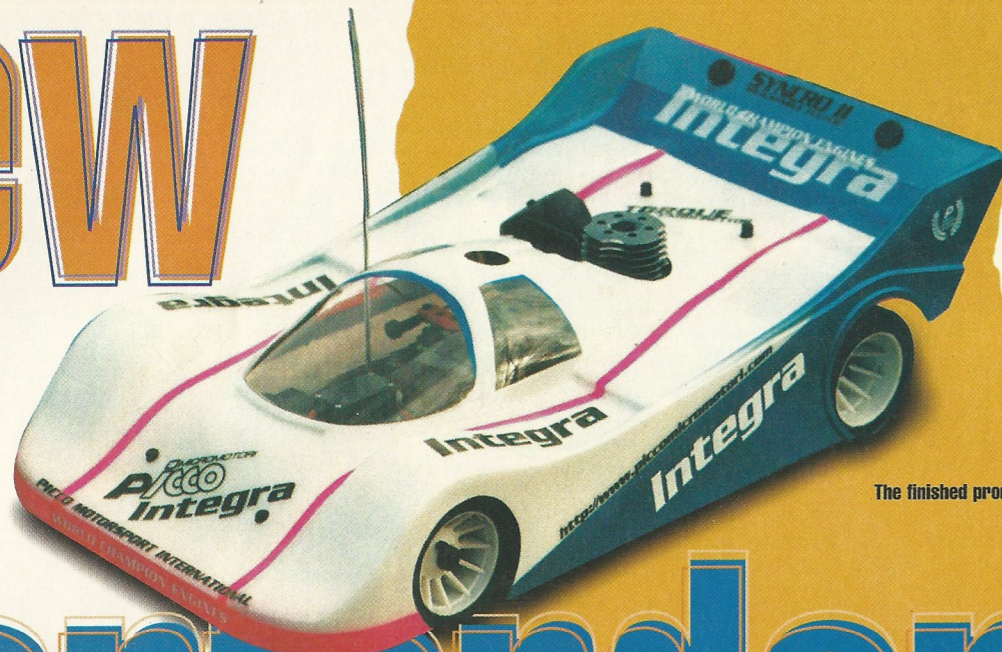


new



The finished product - smart

Contender

Picco Integra Review

A new 1:8th circuit car breaks cover

When I received my new Integra it was very nice to see a really nicely turned out box with a clear description of what it contained. Once the lid was removed I noticed that my kit contained engine pipe and manifold in separate boxes and all of the other items were in sealed bags.

Gearbox

The gearbox is the first part to be built and instantly the quality of the parts became clear. The gearbox itself is made with the two shoes, which locate onto a boss. The two spur gears are held on to their mounts with a circlip, which is easily removed with a pair of circlip pliers. Once completely built the spur gears can very easily be changed by removing all of the parts off the lay shaft one by one. The adjustment of the gear change point can be easily altered by turning in or out the adjustment screws.

Rear end

Once the gearbox is complete the next stage is the rear end. At this point the ball joints looked like they might be tricky but this was not to be, they went together very easily. (When installing these balls I used a tiny smear of molly grease, just to help protect the balls

in damp/wet conditions). When complete the gearbox slides in the bearings very nicely. The bottom rear wishbones are an attractive shape with the up and down stops fitted. The rear uprights were next and again the quality showed. Once the drive shafts were in place and the uprights fitted the rear end was almost complete. Just four screws later and the adjustable roll bar was fitted in place.

Front end

On to the front end and the bearing blocks. Belt, pulley are fitted first followed by the bottom wishbones, which are of a very similar design to the rear ones. With both wishbones fitted the steering arms are next. The drive cups were fitted in to the bearings without even the slightest struggle. Once complete and the drive shafts in position the steering arms were fitted. The adjustable roll bar was the last item to be fitted. By this time the Integra was looking good.

Clutch

The clutch is of a different construction than I have ever seen but the principle is the same as the others in use. The main difference is the flywheel, which has three holes in it the shape of a witches hat/cone and three hollow cones fit in to these holes followed by a plate in which the clutch shoe fits. The clutch shoe is held in place by a spring and then a nut which

can be tightened or slackened to change the point that the clutch engages. The theory behind this is that as the engine revs build up the cones push the clutch and plate forward to give drive, the nut that compresses the spring can be altered (even when the clutch is in the car) to the point that you require. A clutch bell is then fitted for the clutch to engage onto.

Engine

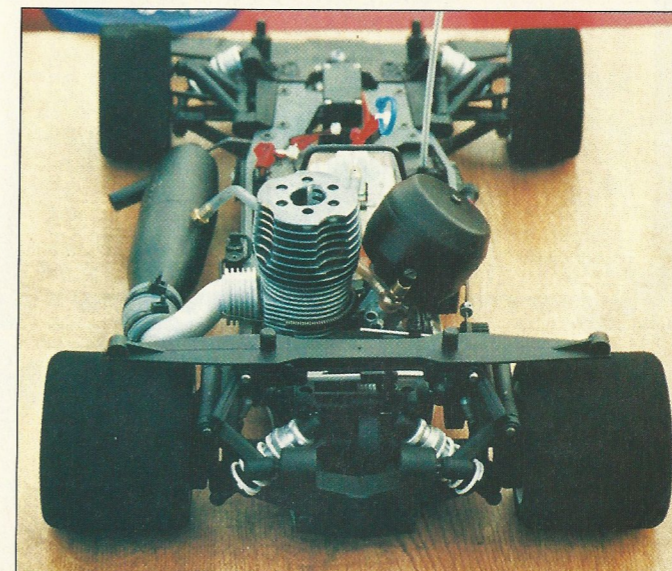
The engine itself is very nice in appearance and it is held in place by two engine mounts, one which has three mounting screws and the other with the conventional two holes. The engines specifications have changed from last years design. When I have found out more about this I will report back. Technical data RPM: 43,000 HP:2.70 Cubic capacity: 3.48 Stroke:16.5 Bore:16.4 Weight:300gr.

Conclusions

Once the kit was built (which only took about eight hours) I was very pleased with the finished item. All, and I mean all, of the parts went together very well and the instructions were clear in every way. The looks of the Integra once built are outstanding with all the parts laid out very nicely.

Test day

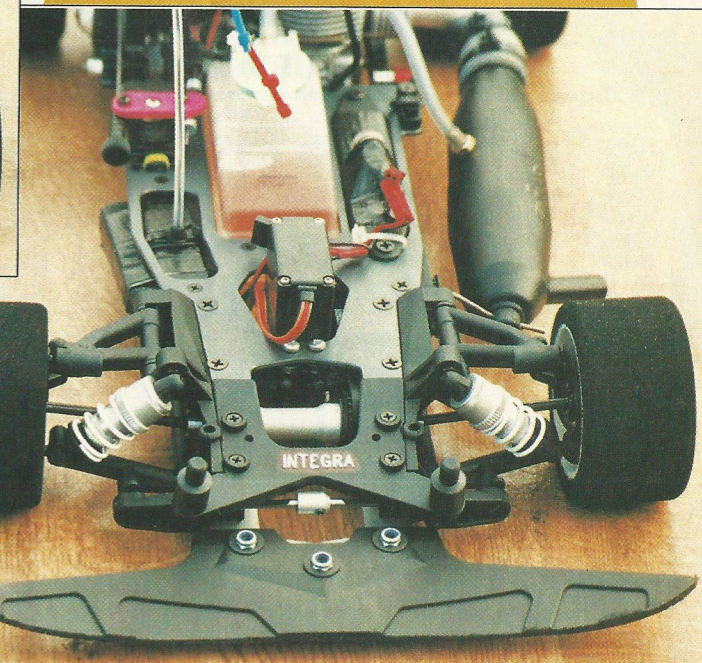
When I realised that Tibshelf had a club meeting on and that the weather was going to be good - which is almost a miracle, I decided that I would run in the engine and bed in the rest of the car. When I first ran the car in the



The business end with the kit engine and pipe

Testers Kit

- Radio: JR X-756
- Fuel: DD Models 25%
- Servos: KO 1006
- Tyres: Enneti (kit)
- Shocker oil: Kit
- Springs: White (kit type)
- Engine: Picco P21 KS-R
- Pipe Picco: EFRA 084
- Body shell: Picco Group c Porche
- Gear Ratio: Std kit
- Glow plug : Picco cold type



The front end, quality throughout

first round I noticed how easy it was to drive, when I wanted to accelerate it accelerated (in a straight line) and when I wanted to turn it turned exactly where I wanted it to. I was very impressed with my Integra and I think that you would be. In a couple of weeks time I will be racing at the first BRCA round at Crystal Palace and I will report back with any tips that I have found out on the way. **RRCI**