

# BIG HAMMER

If you like 'em big  
this could be just  
what you're  
looking for.

In our November and December '88 issues we reviewed two off-road cars, the Tornado and Avenger. Both were manufactured by Prafa and distributed in the UK by Harden Associates. This review completes the current three car range and although Big Hammer shares a lot of the other products components, the finished result is really something quite different!

## What's In The Box?

The truck is packaged in a box big enough to house a Scalextric set, which, when the lid is lifted off, appears just like a lucky dip because everything is buried in twisted shredded paper and wood packing. After finding the diagrammatic instruction sheet, the second items I pulled out from under the packing were a huge clear Chevrolet pick-up truck bodyshell and decal sheet, closely followed by bags containing four 7" tyres and wheels which appeared almost large enough for a full size Go-Kart! Digging deeper my hands found something even larger and heavier. Bracing my feet on the floor and taking a deep breath like all good weightlifters do,

I pulled the item upwards. My efforts were rewarded when, like the Titanic rising from the deep, a fully finished chassis surfaced with everything fitted except the i.c. motor, bumper, wheels and bodyshell! At this point I thought it was probably easier to remove the packing altogether and found more bags containing throttle and brake linkages, flywheel and heavy duty clutch, body clips, aerial, front bumper and roof spotlamp set, and even a silencer, fuel tubing and manifold connections. In fact, everything you need is supplied except radio gear and motor. Harden and Prafa can even supply you with these items and currently have a special offer of a free starter if you purchase them all at the same time.

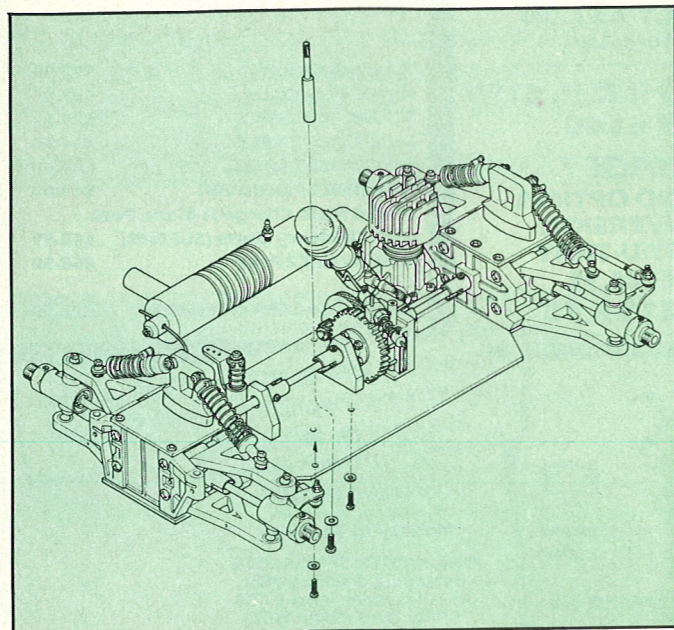
## The Chassis

This is manufactured from 4mm thick alloy and in actual fact is not really heavy for its size. Gearboxes are provided at each end and a look inside one of these showed steel bevel gears with very nicely made sealed differentials. From their appearance I would say they are of the planetary gear type. The required i.c. engine, (3.5cc/0.20

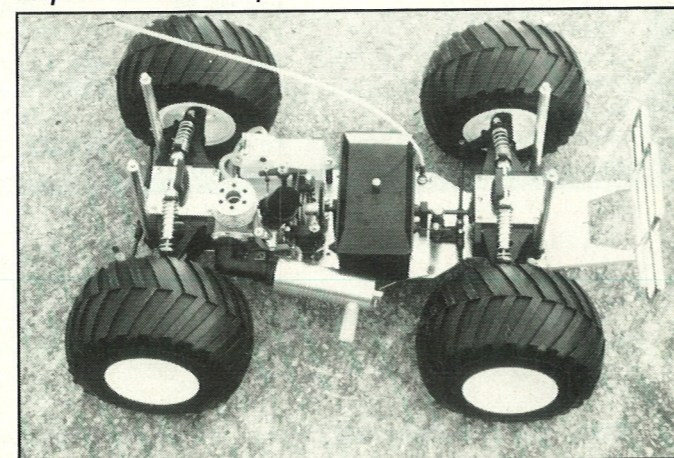
cu. in. size), is mounted towards the rear of the vehicle driving the gearboxes through a clutch, central spur gear, twin disc brake and ball and pin drive shafts. The same type are used outside the gearboxes to drive the wheels. Big Hammer is also fully ball-raced.

Suspension is by way of upper and lower wishbones, with the same steering arms being used at each end. However, in the case of the rear they are fitted with tie bars to give roll induced steering, a form of four wheel steering and certainly necessary with the limited amount of front end lock available with the huge tyres! Smart gold anodised coil over shock absorbers provided the ride control and they even come ready fitted with oil. A sealed radio box and flip-top fuel tank complete the package which, when finally assembled, is 610mm long x 405mm wide x 355mm high, (or approx. 2ft long x 1ft 4in wide x 1ft 2in high), and weighs in at over 10lb!

⚠ Minus glo motor, this is what comes out of the box!



⚠ Rolling chassis looks more like a go cart. Below right radio box keeps all safe and waterproof.

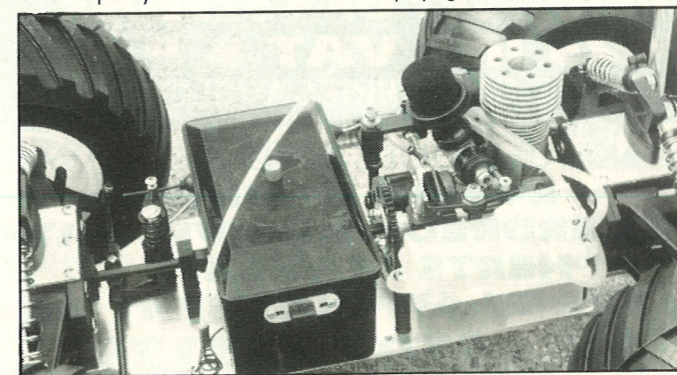


We did have a little difficulty following the small diagrams which showed the throttle and brake linkages, so if you buy a Big Hammer don't assemble them the way we did in the photographs or you'll end up with the brake not connected! (I know what you're thinking — yes, of course we had the brake working before we test ran it!). Certainly clearer instructions would have been helpful in this area.

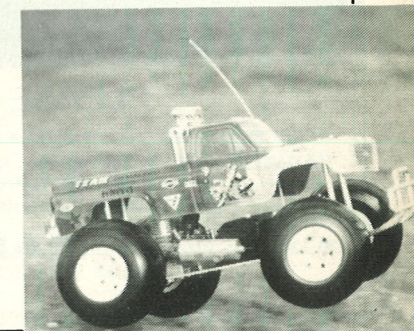
Our review truck was fitted with the twin ball-raced Prafa RS7000 servo which, having an 11lb pull, coped more than adequately.

## Almost Ready To Run

Construction work, what little there is, commences with fitting the tyres to the rims. Sounds simple, but a screwdriver used as a tyre lever was necessary! (Perhaps KWIK-FIT could have done it quicker!). Fitting the motor, silencer, control linkages and radio gear comes next, followed by screwing on the front bumper and body supports. Although it is possible to use standard servo's, I would recommend using higher torque types.



shell, together with making up and fitting the six spotlamp set completes all the hard work! The sheer size of the shell gives a lot of scope for decoration, but practice on a bit of offcut first as some lexan paints don't adhere too well to the type of plastic used.





## **To The Hills!**

I enlisted the help of that well known one eighth racer, Mark Stockford, for the track, or should I say hill test. We fitted an older type OS MAX .21 FSR which certainly gave more than ample power, particularly as Mark decided to fit it with an OPS slide carb! (One point here; it appears impossible to fit a rear exhaust motor as the outlet will foul the rear gearbox housing).

With motor running Big Hammer was placed at the bottom of a 30 degree hill and the transmitter was handed to Mark, who has never been known as a slow driver. I suppose I should have realised that once he had his thumb on the throttle it would only go one way — flat out! In the next few seconds we witnessed an amazing sight. The transmission take-up was smooth, but what we hadn't realised was just how fast this thing would travel. It sat down on its rear wheels and accelerated up the slope in a most spectacular fashion with the huge wheels allowing Big Hammer to ride all undulations. One thing we hadn't noticed was the large hump halfway up the hill and the next we knew the truck was airborne! And it made a perfect landing!

For the next few hours we put the

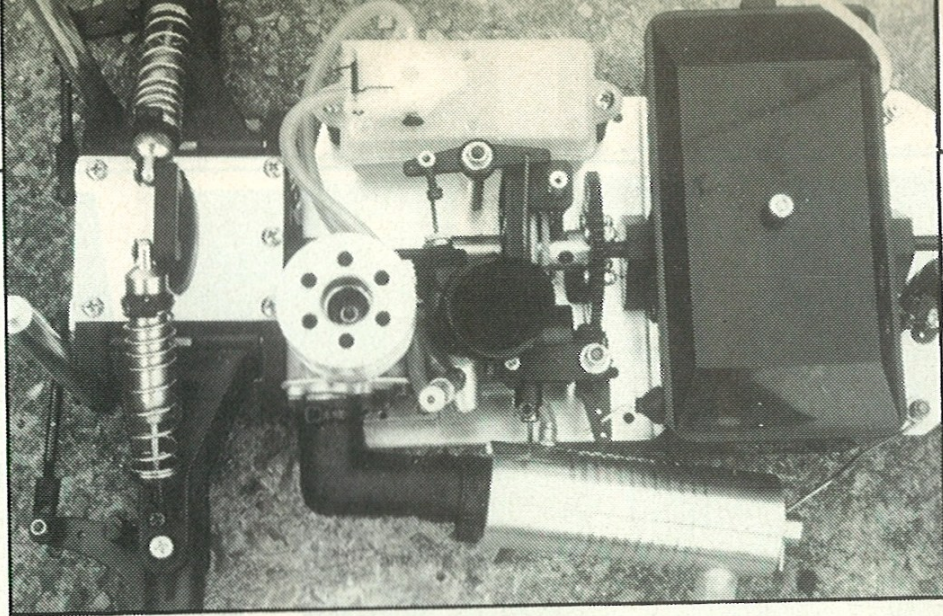
vehicle through its paces and discovered it was very easy to drive and perform jumps and landings — as Mark put it: "It's brilliant fun!". Incidentally, roll-over cage version is available if you are worried about damaging the shell. We managed to roll it at high speed on three occasions (due to trying to take jumps too fast and on adverse camber!), but surprisingly the damage was limited to a small split in the bodyshell and the spot lights being bent back on their support. The latter were easily repositioned.

After running we found two of the wheel drivers loose, together with the servo saver, so I would recommend that all pre-assembled bolts and grub screws are secured with thread-locking compound before use.

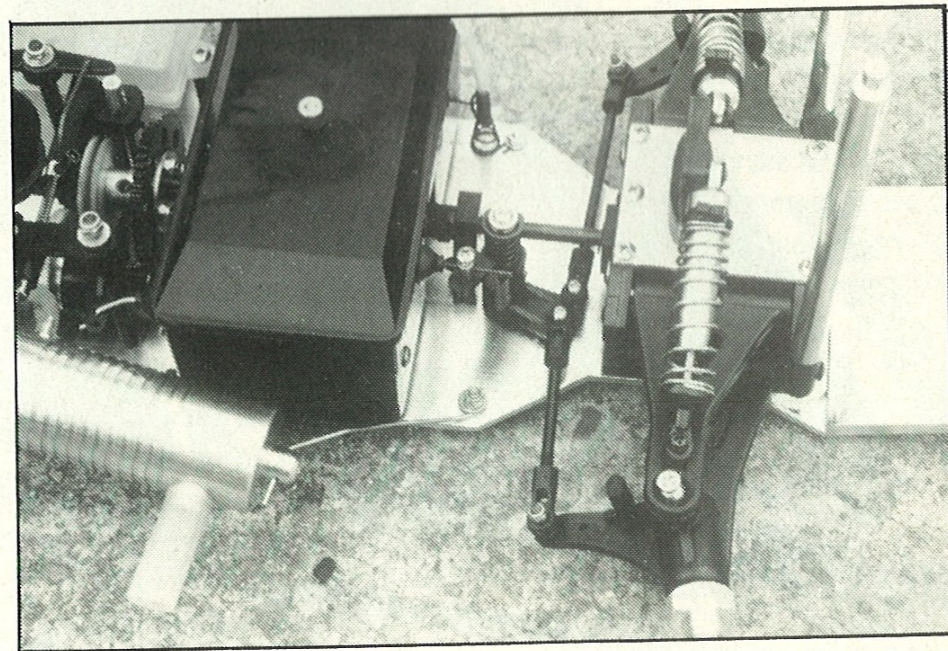
## **Summary**

As previously stated, Big Hammer is an ARTR vehicle. When you consider it's sheer size, and the quality and quantity of parts, it's price tag of £195 represents good value.

All in all Prafa's Big Hammer can be summed up in two words: spectacular FUN!! It's a real head-turner and makes a pleasant break from competitive racing. Mind you, in saying that, I wonder how long it will be



***Above motor installation is relatively easy, brake is not, see text. Below, springs and shockers cope remarkably well with heavy loads.***



before somebody has the idea of competitions for these monsters?!

Big Hammer and other Prafa products are available from: Harden As-

sociates, Millet Street, Bury, Lancs. BL9 0JA. Tel. 061 797 3450

Say you read about it in Radio Race Car! ○