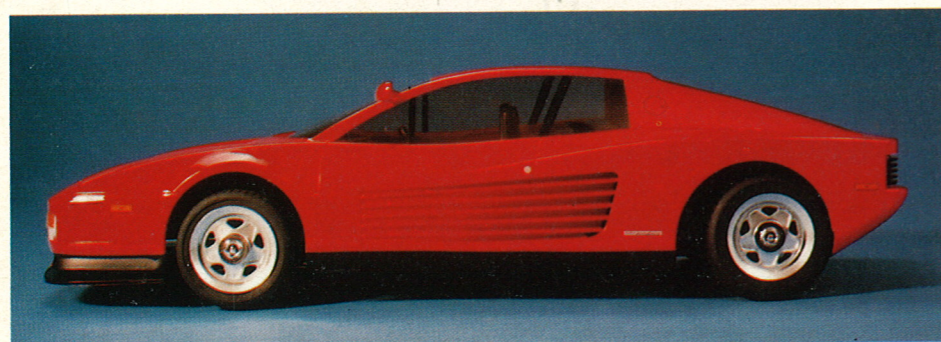


ROBBE'S Redhead



Robbe's Ferrari Testarossa brings a new aspect to scale RC cars.

**Ron Cunnington puts
Robbe's latest — the 1:10
scale Ferrari Testarossa
on the starting grid . . .**

The latest model to come from the Robbe stable is their 1/10th version of the 'Ferrari Testarossa.' This true-to-scale model of the famous Italian supercar has a host of sophisticated features not least of which is an

intriguing six unit suspension system and a host of available options, making for a very interesting package and one which shows that Robbe, a firm not noted for specialising in radio controlled car kits, have been doing their homework. The Robbe 'Redhead' is certainly a beauty, but is beauty only skin deep? Let's find out . . .

Construction

When you refer to the clearly laid out instructions, which incidentally are printed in six languages, you will find that the numbering of the components corresponds exactly to the assembly sequence which, along with the excellent stage drawings, helps to ensure easy assembly of the

Testarossa. Also provided is a stage-by-stage parts list which gives a complete breakdown of the components required for every step of the construction — a definite bonus.

The first step in the construction is the rear axle, which is based round an already assembled differential/axle block. The upper and lower transverse arms are mounted onto the block with metal pins ensuring that the spacer sleeves are mounted towards the front. Next the stub axles are fitted with ball races and attached to the holders by way of the stub axle lugs. Check with the plans provided that the stub axles are correctly positioned in their respective holders as the offset could mean a difference of 1/4 in. in the wheelbase. The complete assemblies

are then mounted to the axle block. A rubber shim is positioned at each of the articulated drive shafts to compensate for axial play — if this play is too great then extra washers can be fitted. The metal swivel pins are finally secured with Allen screws, but take care not to overtighten or there's a danger of stripping the threads in the plastic. The double wishbones utilised on the rear axle are duplicated, along with the stub axle assemblies, on the front so the same principles are used in the assembly. Both units are strongly constructed, well finished and made for a lot of hard driving.

On the right track

The next stage is to fit the track rods

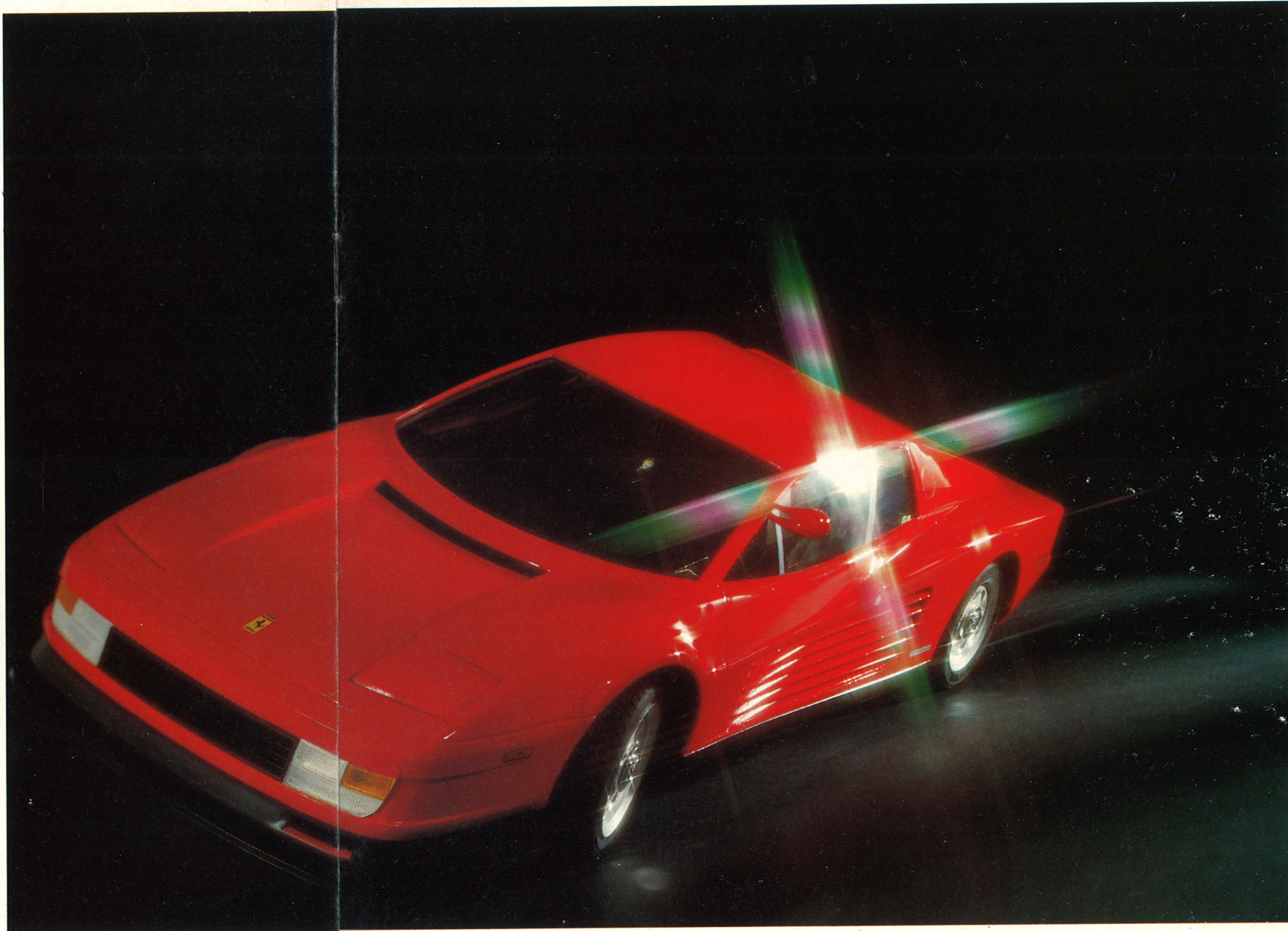
and steering system. The ballhead joints are fitted to the threaded track rods and adjusted until you have four track rods 36mm long and two of 34mm, the steering rod is then adjusted to a length of about 69mm. When inserting the metal ball units into the ballheads make sure that the flanges are opposed — one up and one down. The four 36mm track rods are mounted on the rear axle block by means of the self-tapping screws provided ensuring the four rods are of the exact same length or the tracking of the rear wheels will be out.

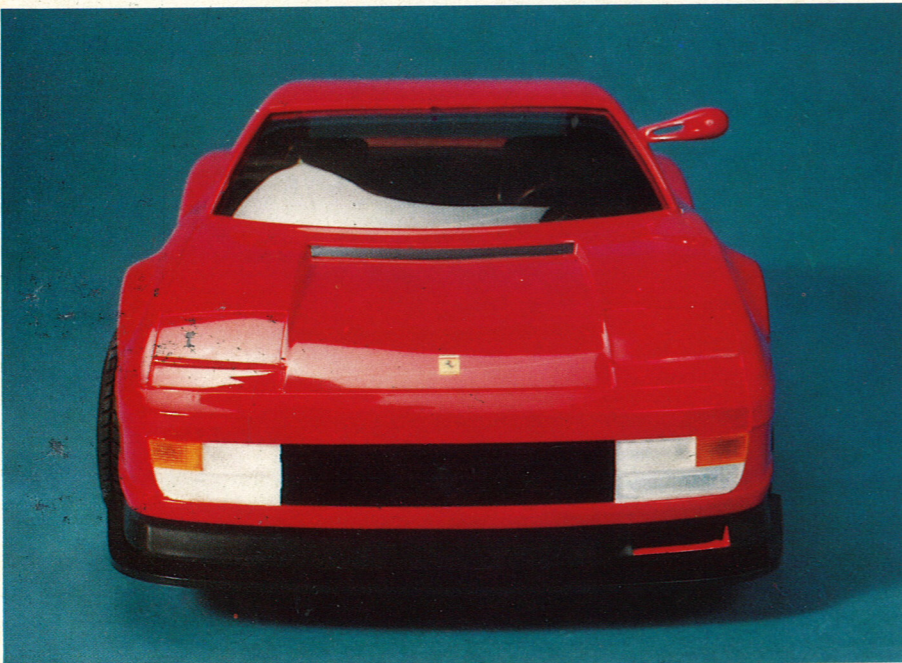
The steering system is then assembled with the bellcranks being mounted on the axle block by way of metal pins. The track rod arms and connecting rod are then attached and

the steering geometry adjusted before mounting the axle onto the chassis.

Finally the main drive gear and bearing bracket are mounted to the drive shaft.

Before the steering servo is fitted to the rigid chassis section the battery access hatch should be fitted — this enables you to change the battery from underneath using the quick release latch pins. The optional drive set E3760 which consists of a Le Mans '480S' motor with a brass 17 tooth pinion, and a 'Rokraft-Expert' electronic speed control unit was used to power the Testarossa. The motor is attached to the chassis unit but not tightened until final alignment is made with the drive shaft. Using double sided tape attach the receiver and electronic





speed control unit to the chassis bottom, the wiring can then be connected at this stage following the diagram provided. Provision is made on the upper chassis section for routing the receiver aerial, one of the many plus factors of this kit, but at this stage simply coil it up and tuck it out of the way.

Classy chassis!

The next step is to mount the front and rear axle assemblies onto the main chassis section. This is done by means of self tapping screws through the ready drilled holes.

Before the two chassis sections are joined, fit the bodywork supports to the top chassis section. The top section can now be aligned and attached to the bottom section with the receiver aerial threaded through the opening provided and deployed to and fro in the chassis grooves provided. The screws for the shock absorber supports and engine mounts are utilised at this point in joining the two chassis sections. The chassis section is completed by bolting on the front ram guard. The chassis is a tough, rigid box, which contains all the electronics and provides excellent protection from any outside elements — including the odd prang or two!

Suspension

The independent suspension system consists of six metal coil-over-oil shock absorbers, two up front and four on the rear. The damper units which come ready assembled and

filled with oil were finished to a very high standard, so assembling the shock absorbers was rendered straightforward. Apart from ensuring that the two thick springs are fitted on the front units and the four thinner springs on the rear assembly on the shock absorbers is identical. The shock absorbers are attached to the stub axles and then slightly compressed in order to pass the top retaining pins through the supports and fastened by means of the circlips provided. This is a good point to align the drive pinions and tighten up the motor ensuring that the pinion and main drive gear mesh correctly.

To complete the chassis we have to fit the wheels and finalise the steering assembly. The wheels are plastic with semi-pneumatic rubber tyres from excellent moulds with a high degree of definition. These are mated to a keyway on the stub axle, bolted on and finished off with the injection moulded half-caps. Finally the servo is connected to the steering arm by means of the double steering pushrods. A collar fitted with an Allen screw is used to adjust the steering arm — the servo-saver and steering arm should be at right angles to the car's centreline.

Bodywork

The Testarossa's body is a very highly detailed moulding which comes ready painted in Ferrari red to a very high standard; a standard maintained throughout the kit. The body consists of a main section which is finished by the addition of the front and rear

lighting units, motor cover, screen insert and cockpit. These additions are very straightforward if you follow the step-by-step plans. Most of the body fittings can be attached with Superglue or any cellulose glue except the screen insert which could discolour or 'bloom' with superglue and spoil what is an excellently finished kit by anyone's standards. So the screen insert should be fitted using white PVA adhesive, this will ensure a clean, clear fit and any surplus can be wiped off with a damp cloth. Once the screen insert is fitted the injection moulded cockpit is snapped into position and, making sure it's correctly located, glued into place. For me the cockpit moulding is the only minus factor in the kit, it is virtually only a representation of a Testarossa interior and falls down very badly against the quality of the rest of the kit. Balanced against this are the pop-up headlight fittings which, by fitting an extra servo can be operated with a three channel transmitter — along with the optional lighting set complete with flashing indicators, brake light, headlamps, the lot! I can't wait to fit that lot. With the bodywork complete the three rubber ball-snappers can be instant-glued into position on the points marked on the underside of the bodyshell (the stand-off bolt holders may need to be adjusted in order to locate the body centrally on the chassis).

Testing-testing

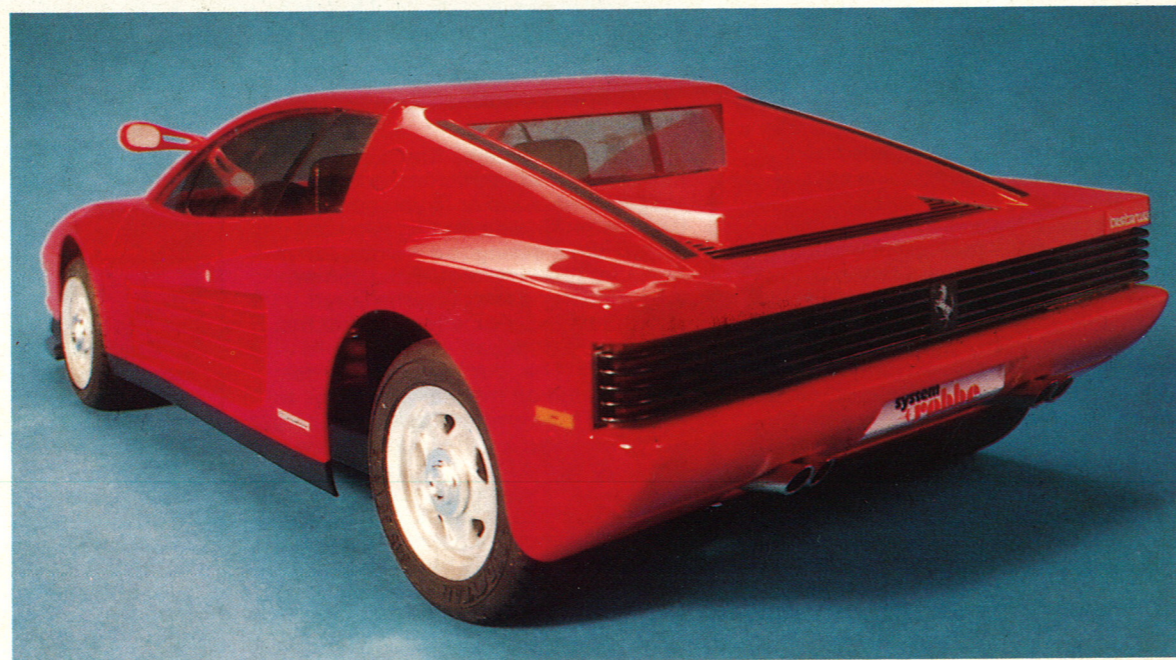
At last we are ready to go, so insert a fully charged drive battery into the battery compartment and fasten the

patch pins. Switch on the transmitter and ensure that the wheels are pointing straight ahead, don't worry if the motor runs for a few moments as this is normal when an electronic speed control is fitted. Carry out a test drive on a large, unobstructed stretch of smooth tarmac — a quiet car park is ideal — and get to know the model's response gradually. If the model veers off to one side without moving the steering control adjust the linkage accordingly until it runs in a perfectly straight line.

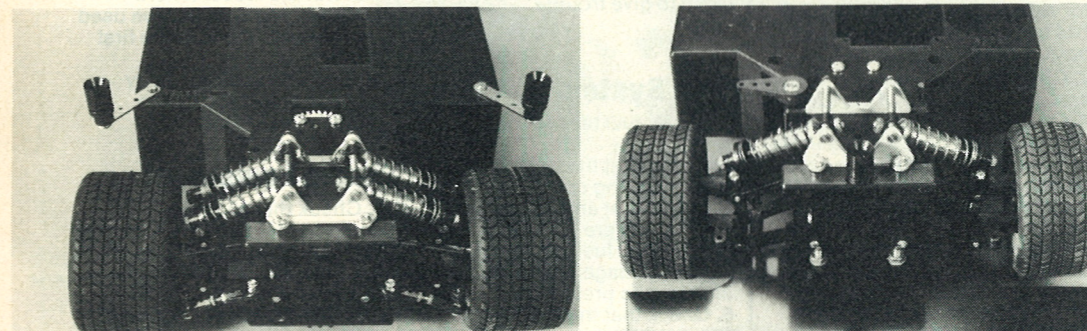
With everything checked and ready to go we reach the moment of truth, is the Robbe Ferrari Testarossa going to live up to its namesake. Well I can tell you that after only a very short time I'm hooked! She is a fast, stylish sportster in a class of its own — and that might be the Testarossa's only drawback, that it **IS** in a class of its own. Unless more sportsters of this type come on the market and engage in active competition the Robbe Testarossa can only be constructed as a fun car with a not-very-funny price tag of £165.00. But the only safe bet is to wait and see what the future has in store for the Robbe 'Redhead.'

Robbe Testarossa R/C car kit £165.00. Lighting set (including pop-up headlights, flashing indicators, side and brake lights) £54.94. System Starion four-channel radio with facilities for the operation of all lighting functions) £136.00.

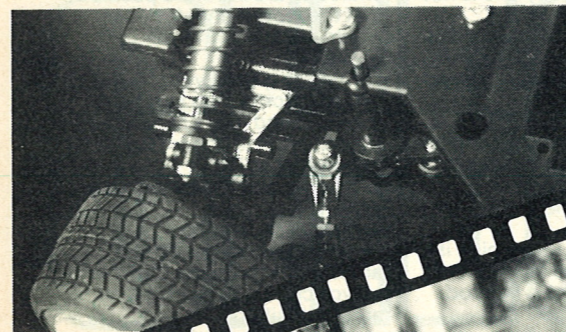
All details of the Testarossa and other Robbe cars are in the current Robbe Catalogue available from Amerang. Telephone 0903 765496.



RADIO CONTROL MODELS CARS



One picture can say a thousand words, and you can tell by the pics that Robbe will have a big say in R/C modelling in the future.



ROBBE'S
Redhead