

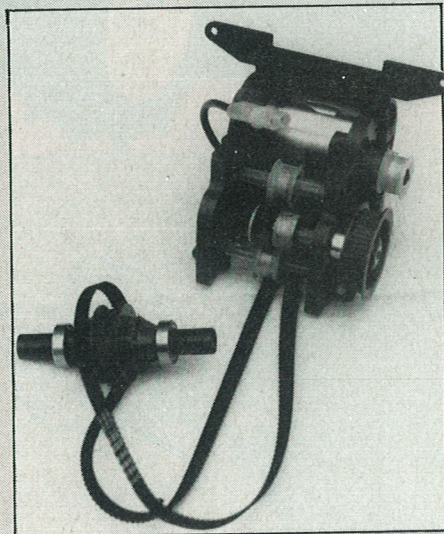
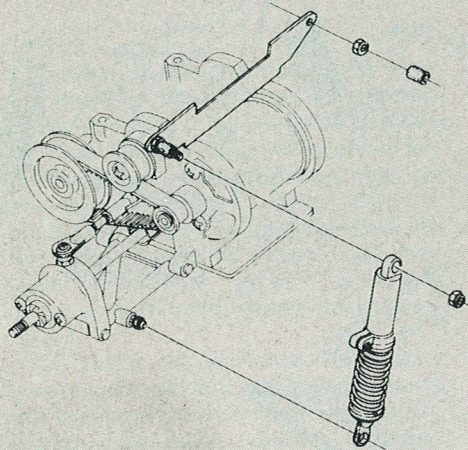
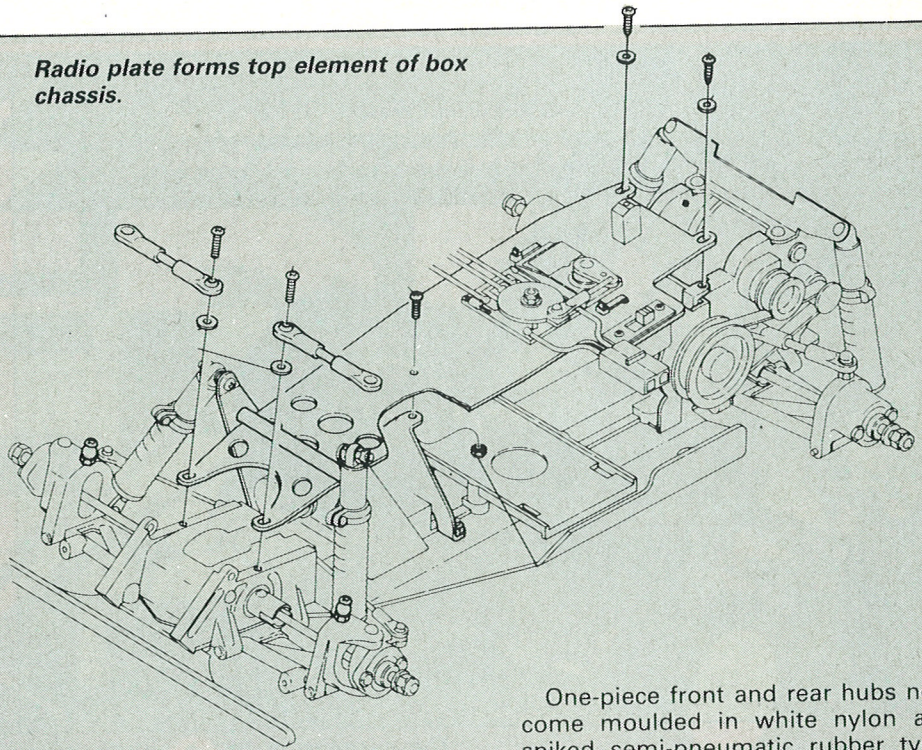
This controller may not be the smallest or lightest on the market, but reports show that it will give long trouble-free service to any first time electronic controller buyer. Proportional forward and reverse are provided, but people used to very fast immediate full forward response may be a little disappointed by the "dwell" before the full power relay comes into action.

This is a built in effect giving a 'softer' response, perhaps unnoticeable outdoors, but a little inconvenient to the experienced campaigner racing indoors on smaller tighter circuits.

Encased in what appears to be an anodised alloy box, this giving good heatsink properties. A very necessary consideration when catering for the beginner, and I feel safe in saying that it is designed to be close to idiot proof.

Let's return to the final stage of our kit, with the assembly of the roll cage. This is a flexible nylon moulding consisting of two longitudinal members, one transverse central member and a rear member acting as a nerf bar for the rear of the car. Three smaller cross members clip into position between the two main longitudinal members, to finish off the assembly.

Radio plate forms top element of box chassis.



A long toothed-belt takes the power to the front axle.

One-piece front and rear hubs now come moulded in white nylon and spiked semi-pneumatic rubber tyres are supplied glued in place. A lexan driver figure is provided, and is a "must" if your car is to attain any realism, with the absence of a traditional body moulding. Decal sheets are provided to once more add that final touch of colour and realism, and you have now the finished article to drive as you wish.

We will in a later issue return to the Zerda to report on our findings after driving the car in anger, but can report that with one of our regular four-wheel drive cars out of commission last month, we put into use the Hirobo "Rock'n' City".

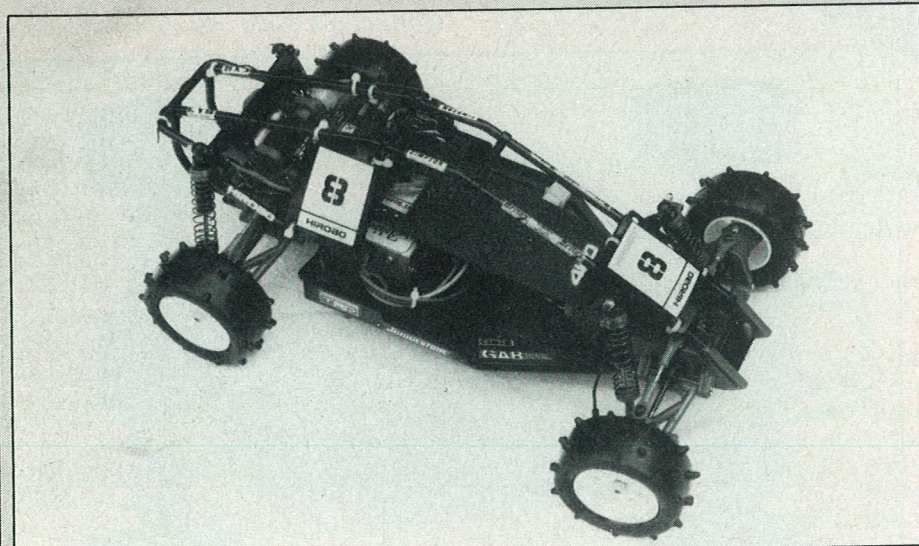
With Honda body discarded and lighter lexan body fitted along with one or two sections of the radio box removed, we have raced virtually "out of the box", and have been more than pleased with the successes attained both indoor and in outdoor races. The long wheelbase tends to be a slight disadvantage indoors, but works in reverse on the longer, faster outdoor tracks.

The smooth, silent belt drive takes away the illusion of speed, but the noisier spur gear driven cars so far only get a look at the back of the Hirobo.

Once raced we can report on how the latest kit compares with its predecessor. Differences will be small and it must be remembered that winning races is not governed by having what in the buyers mind is the most superior kit on the market, but by how you prepare it, and then more importantly how well you drive it.

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Say you read about it in Radio Race Car Magazine.



Ready to race, the Zerda has the modern functional appearance.