Your First

ll right, so you decided that you liked R/C Cars. OK, so you bought one and decided that running around the car park and street was fun. And then you decided to go faster. And you bought a better motor, and shocks, and ESC and, and, and..... And you went faster. But how fast are you? How do you compare? How do you know? You have got to go racing, that's

So, join the Race Car crew and come racing in the Race Car/HPI series in '99. For this you will need a car, a HPI, so let me commend to you the HPI RS4 Sport. Sensible cost, decent performance from the Orion spec motor and batteries and all without costing an arm and a leg. And a race series with a bunch of people committed to making your first race meetings FUN! And, as financially painless as possible. Meet us at Round 1!

If you picked up last month's Race Car you will have found details of the classes and the racing to be run over 6 rounds next summer. You will find that a class exists for the RS4 Sport and that the only allowable 'Hop Up' is a set of ball races. So guess what we fitted to this RS4 Sport? A set of ball races. Read on tyro racer and learn what low cost racing will

One of the nice things about this kit is that you get a choice between building a 190 mm BRCA legal kit or a 200 mm wide Race Car/HPI series legal kit. In fact with a bit of effort and pre-race preparation you can run the car in both categories.

Tool Kit

Page 3 of the RS4 manual gives you a run down of the tools you will need. We always recommend that you start with a nice new Philips screwdriver so that the centre of the



The HPI RS4 Sport put to the test



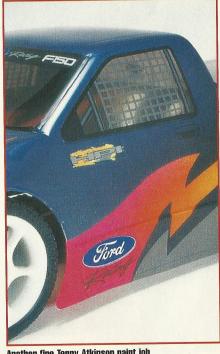
Alternative shock positions are available, we went 'stock'

screws are not mutilated. The box spanner and Allen keys are included with the kit, you already have the other tools, pliers and things don't vou?

This section is followed by the 'Parts Size reference' an absolutely invaluable reference that should result in the right part being used at all times. A quick guide to the plastic 'sprues' follows to help you identify the plastic fantastic bits and then you are into the familiar 'Open Bag A' scenario that Tamiya and Kyosho builders are comfortable with. So Build On!

Order, Order

First off, this is a small racing car. Don't rush the build. Somebody said to me earlier this year that 'the racing begins on the track not in



Another fine Terry Atkinson paint job





Stock gearing seams fine with a 27 turn motor



Steering arms are easily adjusted but turnbuckles would have been nice

the build', good advice that. If you want a toy or purely Sport model there are plenty of other choices that will give you a kit you can build at high speed. They will never have the precision of this model. I use old margarine tubs to empty out the bags of screws and bits into, it keeps them safe until I need them and it is easier to identify the parts this way. With HPI, as with most kits, don't remove parts from the 'sprue' until you need them, otherwise identifying the right part can be difficult. Remember that their will be many extra parts left over at the end, this is normal

The instructions are not as simple and self explanatory as the very best Japanese kits. Our advice is look at the parts, use the reference sections to identify each bit and trial fit it unless you are totally convinced you have it right, in which case trial fit the part again.

The initial order of events is to build the shocks, then the Diffs and belt pulleys before moving on to the rear drive train. The usual stuff here. Build the shocks and Diffs carefully, take your time. Get all of the bubbles out of the shock fluid before you complete the assembly and if they 'squeak', build 'em again! The Diffs should be packed with grease, don't be shy, put plenty in there - it will pay off.

We built our RS4 with a ball race set, the only 'Hop Up' allowed in the races. We always recommend that you fit a ball race set, the benefits far outweigh the costs, just believe us

Take care when building the suspension arms

to get the lengths spot on, as we will see the result is a nice, friendly car to drive. If like me you carefully match every component to the life size drawings then prepare to trust your judgement, not the drawing, on page 10! The 280b shaft is much shorter than the drawing,

I found that I had to spend a little time on this section to ensure that the suspension dropped freely under its own weight. Some work with an emery board and a file was necessary. I tend to use a little, just a drop, of spare damper oil on the suspension components as I build them, it makes for a nice -

Careful

Section 11 really brings home to you why you should never, ever, throw parts away before you have completed a kit. Plenty of manufacturers save money by having all of the Gasser and Electric parts on one 'Sprue' set. So it is tempting to toss away the 'spare' bits. DO NOT DO THIS!

If you do you will suddenly find you are in desperate need of a funny sized plastic spacer to finish off the steering assembly, yes, that bit you cut off the steering linkage!

Completion

you have built other kits it is easy, if you have not - then stay awake and double check everything before committing yourself. When we built the RS4 IC Mini earlier this year we recommended that HPI 'head hunt' the Tamiva manual writer, that advice stays. Come on HPI - hire that guy because your instructions are not as clear as they could be. They work if you concentrate but occasionally they are hard work. The battery retaining mechanism is a work of art, and it will take a little while before I can change a pack in a hurry without first taking off the body shell! It certainly is a neat system.

As always PLEASE take care when gluing the tyres to the rims. If at all possible use one of the many tyre mounting tools available from KO, Tamiya, RPM etc. And use eye protection of some sort, Cyano'd eyes are not at all funny, as one, very sore, Mr Lander would testify at the World Championships!

Body Work
Sorry, no work for me here as Mr Terry

Atkinson was called upon to do his stuff. And how cool is that shell? Did he do the business or what? What a paint job. Nice one Mr T! I luuurrryyyyy Nascar Pick-ups so this one could not fail. For the few dozen people who hate 'trucks' please note that HPI have a bewildering range of Touring and GT bodies available for the Sport in 190 and 200 mm widths so your hearts desire will be there some place.

First Run

Having built the RS4 Sport I wanted to check it out. This car will be raced in the Race Car/HPI series so more tests will follow but this is my first impression based around, let's face it, a blast around my 'cul de sac'.

What a terrific little car! Not having the correct 'spec' Orion motor to hand to check it out

in Race Car/HPI race series form I simply whacked in a 27 Turn stock motor and a charged set of cells and gave it some..... And it went really well. I set the car up using the kit instructions and it is superb. The handling balance was towards a wee bit of stabilising understeer with power on, but tail out 'hooligan' mode is available at the twitch of a finger - it reminds me of my much missed BMW 325i MTechnic. The kit tyres did an OK job on the rather greasy Autumnal surface. I turned down the punch control on the MTronik speedo and that tamed it nicely. I reckon that the approved slicks will be fitted for racing but these treaded tyres are not at all bad. The forward belt appears to be very slack but a quick call to HPI Europe confirmed that all is OK and the tooth design is such that it will not skip.

This is one of the nicest kits that I have run 'out of the box' in the last 12 months. A terrific car that I cannot wait to race, see you at round 1 of the series! RRCi

Quick Spec

1:10th scale 4WD electric touring car. Can be built 190 or 200 mm width. Requires paint for body shell, Radio equipment, servo, ESC and battery pack to complete.

Testers Kit

Kit gears, tyres and body shell. JR 756 Radio. JR NER 223X receiver. JR 2825 servo. M-Tronik Digi Dash ESC. 27 Turn Stock Motor. Various stick type cell packs 1500 - 2000mAh.

Most of it, great car! Pace, handling, adjustability Terrific looks, especially after Terry A painted

Instruction manual could be improved Requires some careful work to build for best



Tough looking side defence ahead of the rear wheels is

'one of the nicest that I have run 'out of the box' in the last 12 months'