

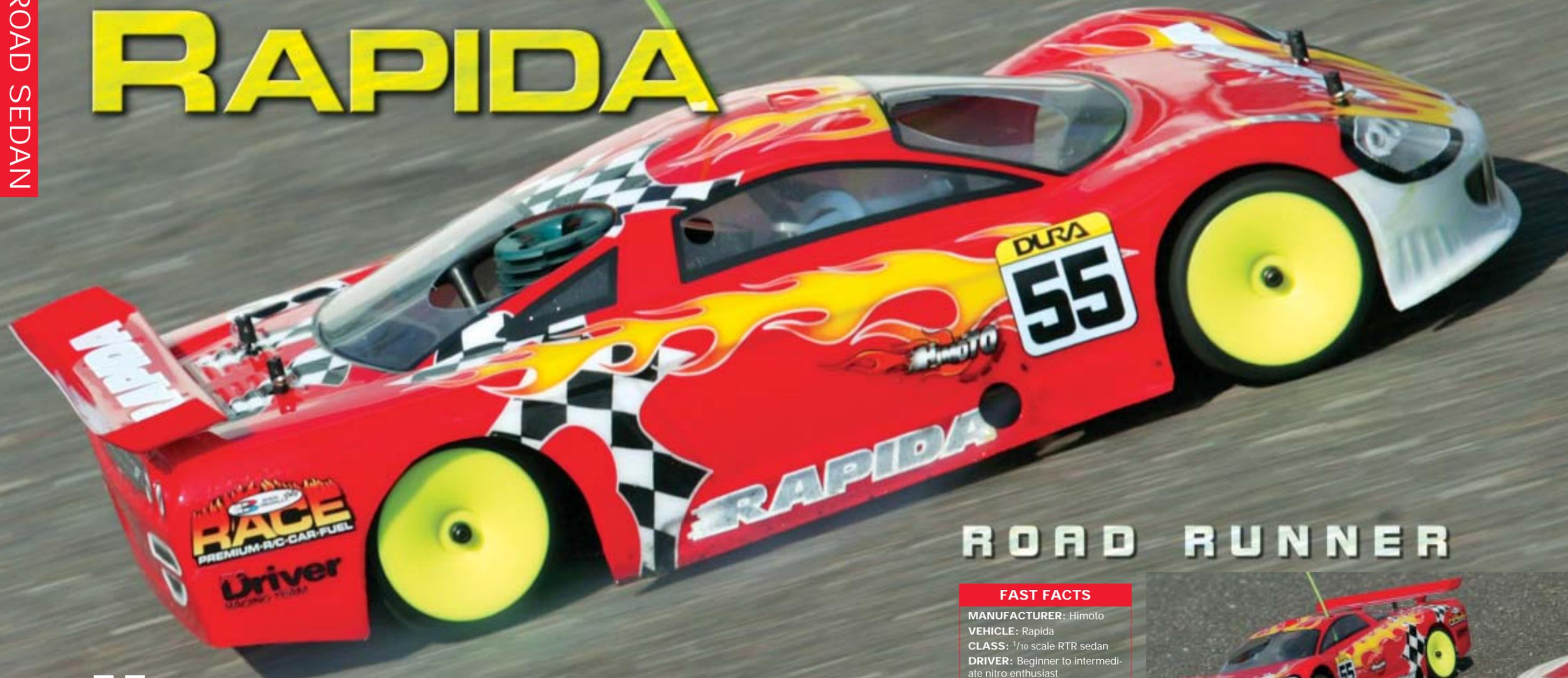
DRIVEN REVIEW

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HIMOTO USA

RAPIDA



ROAD RUNNER

FAST FACTS

MANUFACTURER: Himoto
VEHICLE: Rapida
CLASS: 1/10 scale RTR sedan
DRIVER: Beginner to intermediate nitro enthusiast
PRICE: \$240
SPEED: 41.96 mph
ADDITIONAL ITEMS NEEDED: 12 AA batteries, 20% Nitro fuel, fuel bottle, glow igniter



Himoto is a relative newcomer to our shores, but with a diverse line of vehicles and good support, it appears that they are going to be in our sport for a long time to come. Our test Rapida is Himoto's first entry into the on-road nitro arena. Utilizing a solid design and a good engine of slightly larger displacement than some of the other vehicles in this class, the Rapida has a lot going for it.

PERFORMANCE

Surface: Asphalt parking lot (unprepared but new)

HANDLING—The Rapida handles very well for an out of the box RTR vehicle. The four coil-over composite shocks work well; although in high traction situations, thicker shock oil would help keep the car more composed in the turns. With excellent acceleration, the Rapida is easy to throttle through turns, crossed up and sideways. The tires are quite good for kit supplied, and they contribute quite a bit to the overall good handling.

STEERING—The Rapida steering linkage is comprised of a bellcrank and Ackerman linkage—normal for on-road and very effective on our test car. Steering was not only precise (after we tightened up the built in servo saver) but very linear and predictable. In this value priced RTR, the installed servos are not super fast but adequate for their intended task and audience.

ACCELERATION AND BRAKING—With the combined benefits of the .18 Vertex engine and the highly efficient shaft drive 4WD system, the Rapida has excellent acceleration. It's a lot better than I would normally expect for a vehicle in the RTR class. Two-speed transmissions are great in on-road vehicles and the extra acceleration and speed they provide for quicker lap times. Braking is good and primarily limited by the surface that the Rapida is being run on—in the case of our unprepared pavement, too much “finger” produced an even four-wheel lockup and a spin. Properly applied, the Rapida's brakes were effective and consistent from stop to stop.

OVERALL IMPRESSIONS—The Rapida is a great entry-level vehicle. A well-designed RTR on-road sedan, it draws its design cues from other vehicles in this class— not much innovation here, just proven components that will work in the hands of

whatever skill level enthusiast purchases it. The 2-speed transmission is a nice feature and worked very well in our test vehicle after the engine was broken in and tuned for performance. The .18 Vertex engine was an eager performer and started normally on the first or second tug of the starter. Four coil-over shocks are fitted and though their design is excellent, a higher viscosity oil will help reduce chassis roll in high traction situations. All electronics were properly adjusted and worked well throughout testing. This is a proven design and shows quality and attention to detail. The Rapida should last a long time and with very few problems.



“With the combined benefits of the .18 Vertex engine and the highly efficient shaft drive 4WD system, the Rapida has excellent acceleration.”



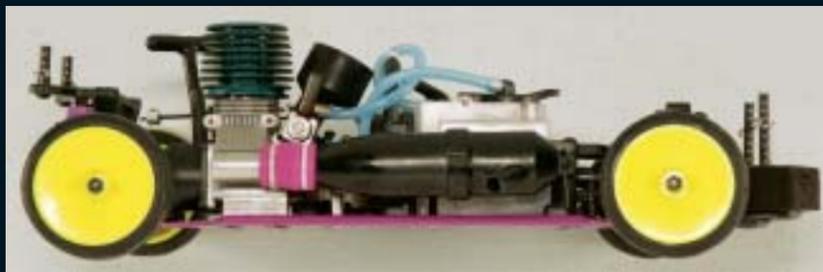
INFO CENTER

CHASSIS—Rapida's chassis is 6061 aluminum, which is anodized in purple. The overall design is excellent with a bend on the outside edges for stiffness and countersunk screws used to hold all top mounted components. In addition, a composite upper chassis (complete with a handy handle/roll bar) is provided to increase the stiffness of an already stiff chassis. **STEERING**—The steering system is standard fare for most on-road nitro sedans. The steering servo pushes and pulls a 90 degree bellcrank (with a built in spring servo-saver) connected to an Ackerman plate that connects to the right side bellcrank and steering arm. It works well even though it is limited by the somewhat slow steering servo, a necessary concession to the low cost of admission. **SUSPENSION**—The Rapida's suspension is a proven design using composite steering knuckles and C-carriers in the front and a rear hub carrier. These components are supported by lower control arms and heavy-duty adjustable upper control links. The coil-over shocks have composite bodies and aluminum caps supporting composite upper mounts. The benefit of this type of construction is low weight and excellent ability to be tuned with accessory springs and various silicone shock fluids. **DRIVETRAIN**—It's the simplicity and reliability of dogbone style driveshafts that work well for everyone but the most highly skilled racer. The two-speed transmission worked very well, and the shift point was perfectly adjusted from the factory. Another feature of the Rapida is the enclosed center drive that provides a degree of protection for both the clutch bell and the spur gears (and wandering fingers). **ENGINE**—The Rapida's .18 Vertex engine is a higher displacement engine than the usual .15 engines of this RTR class. The Vertex engine is equipped with a single needle, barrel (rotary) style carburetor, which helps smooth out the power band. It works well to provide linear acceleration and good control in low traction situations. The engine is equipped with a two-shoe aluminum clutch, a plus that allows better performance with a firm hit in addition to long life. **ELECTRONICS**—The supplied two-channel AM radio is adequate for the task, which is equipped with EPA adjustments for both throttle and steering channels. The range of the radio sys-

tem was good and no "glitchin" or other bad habits were encountered. The steering and throttle servos worked smoothly and performed on a par for vehicles of this type, not super fast but reliable. **BODY, TIRES AND WHEELS**—Our Rapida came equipped with nice looking, yellow disc style wheels and some treaded tires that are supported by internal foam. The tires worked really well and displayed a good balance of traction and wear. The Rapida comes with a nice looking, lightweight sedan body. Arriving pre painted and trimmed with a cool looking red paint job with attractive graphics. Another nice touch is precise trimming of the body for access to fuel and for circulation of air around the cooling head. In addition, space is allowed for the pull start to be used with the body in place.



The backbone of the Rapida is a chassis constructed of 6061 aluminum and features countersunk screws in all locations.



Included Accessories:

Transmitter, servos, instructions and shock preload clips

The .18 Vertex engine is a great performer and easy to tune.



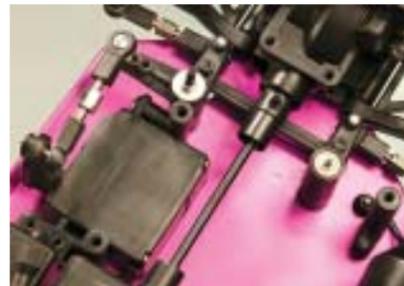
The Rapida shocks feature composite bodies with aluminum caps and composite mounting flanges.



The front suspension is comprised of lower arms and an adjustable upper control link which support a composite steering knuckle.



The dual gear center drive is well shielded from the elements by a composite cover—a nice touch in a cost conscious vehicle such as the Rapida.



Steering bellcranks are connected to a (non adjustable) Ackerman plate.



The rear suspension of the Rapida consists of a lower H-arm and an adjustable upper control link that support a well designed, composite hub carrier.



An aluminum clutch is a nice touch on an RTR.

TECH SPECS

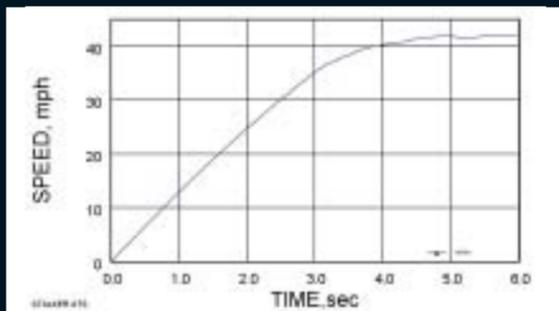
SCALE: 1/10
DRIVE: 4WD
LENGTH: 14.1 in. (360 mm)
WIDTH: 7.8 in. (200 mm)
WEIGHT: 61 oz. (1729g)
WHEELBASE: 10.2 in. (260mm)
TRACK F/R: 13 in. (330mm)/12.75 (324mm)
GROUND CLEARANCE: .177 in. (4.5 mm)

TIRES: Himoto treaded general-purpose on-road
WHEELS: 1-piece dish with standard sedan mount hex
ACCELERATION:
 0-10mph: .77 sec.,
 0-20mph: 1.59 sec.,
 0-30mph: 2.49 sec.,
 0-40mph: 3.88 sec.; 5.63 sec. in 237.55 ft. @ 41.96mph

HELPFUL HINTS

GOT TO GET: 8 AA cells for the transmitter, 4 AA cells for the receiver pack, glow igniter, 20% Nitro Fuel with fuel bottle

RADAR DATA



COMPETITORS INCLUDE: Associated Nitro TC3, Duratrax Street Force GP2, HPI RS4 3 Evo, OFNA CD3, Tamiya XBG, Traxxas Nitro 4-tecSE, HPI Savage 4.6



HIMOTO USA RAPIDA



AUTHOR'S OPINIONS AND RATINGS

Ratings: 1 to 10 (Poor to Excellent)

Rating Category: Entry level sedan

■ **CHASSIS**—The 2.5mm 6061 aluminum chassis is adequate for the job with its formed sides for rigidity and attractive purple anodizing.

RATING-8

■ **DRIVETRAIN**—The Rapida utilizes a highly efficient shaft drive with two-speed transmission. Dogbones are used in all locations for simple efficient power transfer.

RATING-7

■ **SUSPENSION**—The Himoto Rapida utilizes four composite bodied/aluminum-capped coil over shocks for damping.

RATING-8

■ **ENGINE**—The .18 Vertex engine is a bit larger than those supplied in some of the other cars in this category. The Vertex is easy to start, easy to tune and delivers excellent performance when compared to other RTR engines. The single-needle carb limits acceleration.

RATING-8

■ **ELECTRONICS**—The Rapida arrives equipped with a 27 MHz radio system. It works well, is adjustable and has excellent range. The metal-gear steering servo is adequate for the job at hand, smooth working with well-adjusted linkages. No adjustment was required when we took the Rapida out of the box and installed the batteries.

RATING-6

■ **BODY, WHEELS AND TIRES**—A good-looking, “Mc-style” body is included with the Rapida. It fits well and looks good with its screened paint in bright red. The wheels are yellow plastic dish and are strong and lightweight. The medium compound treaded tires worked well on our parking lot test site.

RATING-9

■ **DURABILITY**—The Himoto Rapida is as durable as it is good looking. Nothing broke during our test and we ran it hard.

RATING-9.5

■ **EASE OF USE**—The Rapida is a great entry-level vehicle. It is a proven design and shows quality and attention to detail. This car should last a long time with very few problems!

RATING-9



ITEMS USED:



Byron Race 30% nitro fuel

CONCLUSION

The folks at Himoto have applied proven technology and design to the Rapida resulting in a durable, easy to drive car that is perfect for a newcomer to RC. The engine has great performance and should provide a lot of enjoyment right out of the box without any modifications. Time from “box to track” is very short—all that is necessary is to install four AA cells into the receiver pack and eight AA cells into the transmitter fill the tank and you’re ready to go! ©



What we liked—

- © Great sedan performance in a RTR package
- © Durable construction
- © Attractive, brightly painted body
- © Grippy street-tread tires
- © Excellent, powerful, and easy-to-tune Vertex .18 engine

What could be improved—

- © Include some form of shaft starting system
- © Single-needle carb lacks low-end tuning adjustment

Links

Byron Originals, www.byronfuels.com, (712) 364-3165

Himoto USA, distributed by Myers Trading Co., (252) 946-1248, www.himotoUSA.com

For more information, please see our source guide on pg. 225.