

THRASH TEST

Release the

HoBao's new One-Seven Evo is a beast, not only in size but in performance too!

What a box! The HoBao Hyper One-Seven arrived in the world's largest cardboard box ever (slight exaggeration) and we couldn't wait to open it up and grab a peek at the behemoth of an on road car. This is HoBao's first step into the large scale on road market and boy what a job they have done. Opening the box were faced with the One-Seven dressed in the P type body (P stands for Porsche) which looks absolutely gorgeous with twin exhausts poking out of the rear of the car and even in the box the car looks mint. It's a bit of an odd one as not many model manufacturers offer this particular scale and therefore the One-Seven is pretty unique and possibly a bit of a risky move, as most large scales sold at the moment tend to be off road.

So hats off to HoBao for being brave to produce a car like this. Once you cast your eye over the car the excitement grips you and you

want to be outside having a play and all the fears of having a One-Seven disappear. Everyone should have one.

The car comes ready assembled and includes just about everything you need to get going. You will need to purchase batteries for the transmitter and the receiver and we would recommend getting a five-cell rechargeable pack for the receiver as these offer much better run time than four 1.5v dry cells like Duracell's for example. Other than getting yourself some fuel and a glow start you'll be up and running in no time at all.

The car is a further development of the Hyper 7 chassis that has dominated the 1:8 scale off-road buggy market for the last couple of years. The

credentials of the chassis speak for themselves as the Hyper took TQ at the worlds, held last year and on top of that it also does very well at the nationals in the hands on one World Champion Neil Cragg.

All in all we know that the One-Seven is going to be strong but how have they turned what is an off-road buggy into a great handling on road car.

First you have the chassis, which is three inches longer than the buggy but is made of the same 3mm hard-

anodized aluminium. It is significantly different, as it's had lots of openings added to keep the weight down. This is a great start as the 3mm chassis offers much more rigidity that aids in the handling department.



Beast



DRIVETRAIN

The One-Seven is a 4WD car and as such has two geared differentials that are at either end; these again are based on the 1:8 buggy and therefore offer fantastic reliability to the drivetrain. The diffs can also be adjusted by adding different diff lube to gain the desired

setting.

In the centre of the chassis is the two-speed gearbox, which allows the car to hit a great top speed and accelerate hard in first. We'll look at the suspension in some detail, as this is where the One-Seven excels.

OFF AND ON SUSPENSION

The suspension is again taken in principle from the off-road car but has been tuned for the on road application and as such

HoBao have done a great job giving the car a predictable but fun drive (see our separate On Test panel).

The suspension is a pivot ball design giving the option to infinitely adjust the suspension to suit the ground you're running on, the shock towers are changed also, giving a more on road shock position than its off-road counterpart. The suspension arms are beefy affairs that even upon an impact should be able to withstand a good knock and on top of that you also get droop screws. In total you can adjust toe-in, width, droop, and camber to get the perfect set up.

Attached to the arms are the shocks that are large volume oil filled units with

large on-road springs. The damping seems just right and the springs offer enough resistance to help the One-Seven get round the corners effectively and soak up any bumps.

As standard you also get anti-roll bars front and rear, HoBao could have left these out but as they are included it hints to the One-Seven's racing potential.

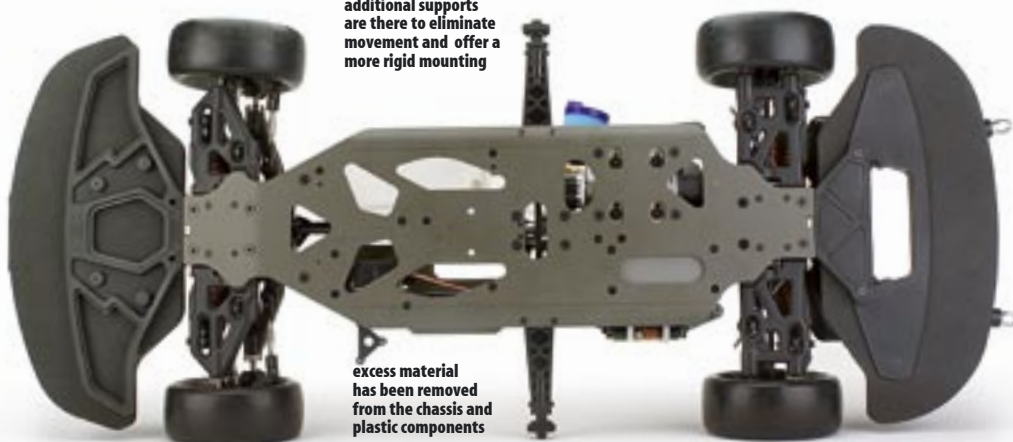
EVERY LITTLE HELPS!

As with most large-scale models, the need for a large engine is paramount to shift the large-scale model to any decent speed, however the One-Seven is different. The car, as large as it is doesn't weigh a lot compared to say a fifth scale car and as power is no longer a problem with our two-stroke nitro engines, HoBao have gone and fitted the ever popular eight-



WHAT: hobao hyper one-seven evo rtr SPEC: 4wd alloy chassis CLASS: on-road fun COST: £399

THRASH TEST



additional supports are there to eliminate movement and offer a more rigid mounting

excess material has been removed from the chassis and plastic components



Twin tail pipes add to the realism of the HoBao One-Seven Porsche package

Front protection includes a foam bumper and plastic support underneath

RACER TIPS

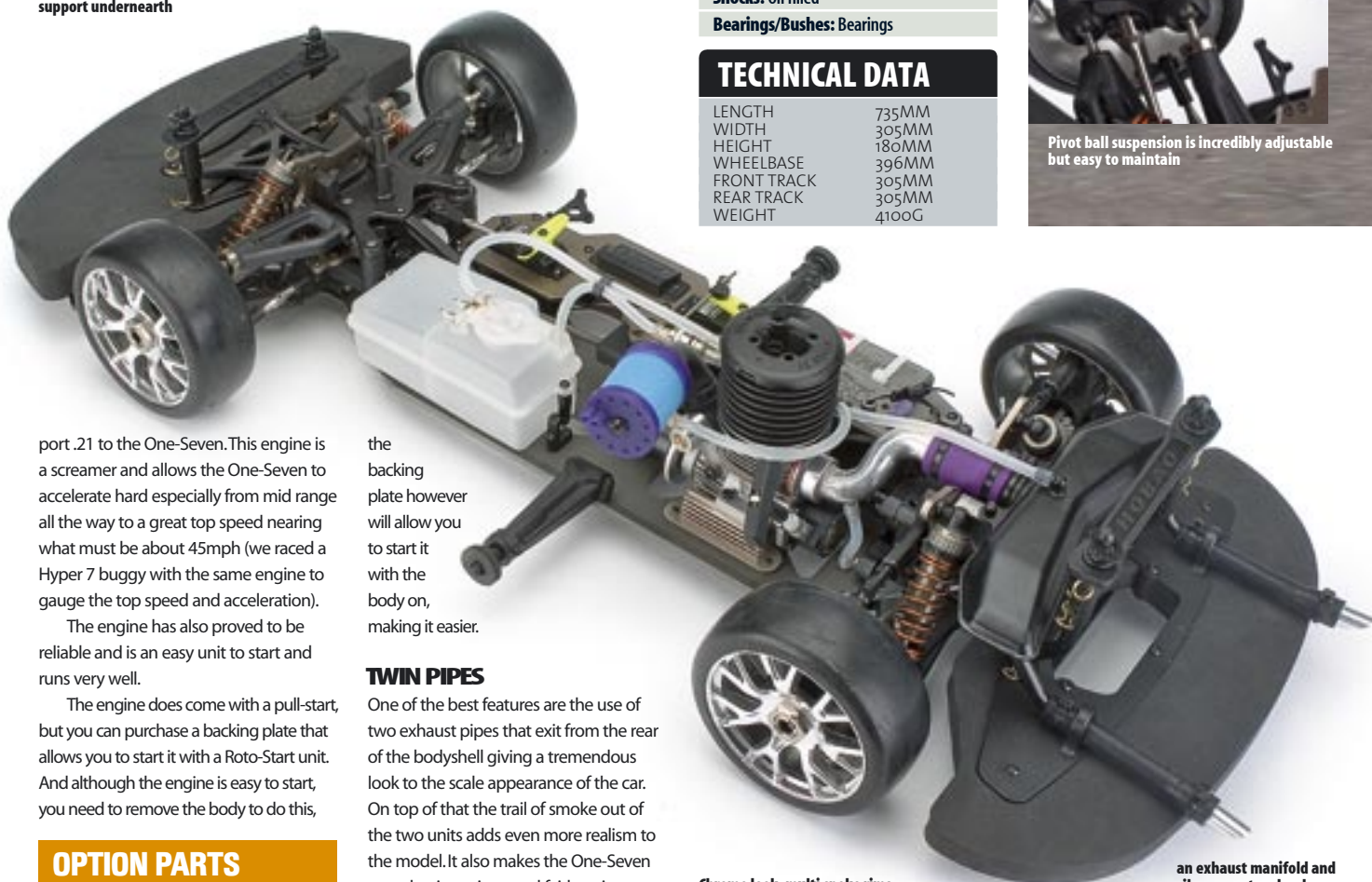
Check the clearance of the bodyshell as we had to remodel the wheel arches a little to get full clearance. As with all RTR's its well worth checking all the screws are tight and the gear mesh set correctly. Make sure you've got a big area to run the model.

SPECIFICATION

Model:	HoBao One-Seven Evo
Scale:	1:7
Class:	On-Road
Application:	RTR
Format:	Fun
Power:	Nitro
Chassis:	Aluminium
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Gear
Shocks:	Oil filled
Bearings/Bushes:	Bearings

TECHNICAL DATA

LENGTH	735MM
WIDTH	305MM
HEIGHT	180MM
WHEELBASE	396MM
FRONT TRACK	305MM
REAR TRACK	305MM
WEIGHT	4100G



port .21 to the One-Seven. This engine is a screamer and allows the One-Seven to accelerate hard especially from mid range all the way to a great top speed nearing what must be about 45mph (we raced a Hyper 7 buggy with the same engine to gauge the top speed and acceleration).

The engine has also proved to be reliable and is an easy unit to start and runs very well.

The engine does come with a pull-start, but you can purchase a backing plate that allows you to start it with a Roto-Start unit. And although the engine is easy to start, you need to remove the body to do this,

the backing plate however will allow you to start it with the body on, making it easier.

TWIN PIPES

One of the best features are the use of two exhaust pipes that exit from the rear of the bodyshell giving a tremendous look to the scale appearance of the car. On top of that the trail of smoke out of the two units adds even more realism to the model. It also makes the One-Seven sound quite unique and fairly quiet at idle, which is also a bonus.

OPTION PARTS

- Roto-Start back plate
- reverse module



The radio offers a good comparison against the chassis for size



The engine offered more than enough power for even the most demanding of driver



Pivot ball suspension is incredibly adjustable but easy to maintain

Chrome look, multi spoke rims suit the look of the machine

an exhaust manifold and silencer system has been adapted to offer twin tail pipes

"If you can't afford the real thing then this has to be on your shopping list. You can tell your mates you bought a Porsche 911 Carrera S for less than £400!"



ON TEST

The Hyper .21 eight-port is one of the nicest .21's out there for breaking in as it runs sweetly straight out of the box. If you follow the running in instructions the engine will reward you with great reliability and hours and hours of strong performance. We love this engine, as it's one of the easiest engines to tune and live with. One question though kept cropping up though - does big mean slow? Definitely not is the answer. Even during running in the car looked quick, the engine idled perfectly and as mentioned earlier it's fairly quiet at idle. Our first visit was to the lane outside the office where we finished the running in, after four tanks we started to lean the engine out to get some true performance. The Hyper One-Seven shifts! And in terms of performance it more than

matched a Hyper 7 with the same engine in it. In our opinion it was quite a bit quicker on the top end as it has the two-speed, which is fitted with fairly tall gearing. In terms of the handling it was hard to assess it fully as the lane is quite narrow so we took it to a close by location (260 miles north to be exact) where we ran it in a new industrial estate. The tarmac is as smooth as silk and the area is massive so it was a good place to find out how the One-Seven handles. We really got to test the 1:7 to the limits and the conclusion is that the car handles brilliantly! Turn in is sharp and the rear end holds on well. If you push hard in the mid-speed corners, you can induce a nice 4WD drift that's very easy to control. When doing this, the car looks amazing as it looks like a real racing

Porsche when it happens. As it is a fairly big model you need a good size fuel tank and luckily the One-Seven doesn't disappoint as the tank is a massive 250ml allowing an average runtime of approximately 20 minutes. You do need to plan your braking as the HoBao One-Seven Evo is a big car and does take some stopping, this is the only area we feel you'll need to improve if you wanted to. If you've ever heard a Porsche 911 at full chat, the sound is quite unique as it has a boxer engine. We kid you not, at full chat and particularly when slowing the One-Seven down from high speed it replicates the sound and again this just adds to the realism and excitement of owning one of these cars.

CONTROLLABLE POWER!

We know it's the wrong way round but when it comes to radio gear in a large-scale model the above saying is correct.

The radio gear provided with the One-Seven is a steering wheel type, based on 27MHz. The servos in the car do a good job at turning and accelerating but lack a little torque to bring the car to a halt quickly. It would be one of the areas we would improve if we were to race the One-Seven. As mentioned earlier, get yourself a six-volt, high-capacity pack as HoBao even include the fixings

WHAT WE USED

Nitro

Transmitter: HoBao 27MHz steerwheel (kit)
Receiver: HoBao 27MHz (kit)
Steering Servo: HoBao H-102 High Torque (kit)
Throttle/Brake Servo: HoBao H-101 standard (kit)
Receiver Pack: standard four cell pack
Engine: Hyper .21 eight-port pull start
Fuel: Byron 25%
Glow Start: Fastrax

to fit this kind of pack. We used the normal four AA battery set up but these dry cells don't last too long and you can get better performance from a dedicated pack.

SEEN AT THE BEST PLACES

The One-Seven has a body to die for. The P type body that came with the car looks absolutely awesome and is one of the best Porsche bodies we have seen, this is in part due to the longer chassis, which has a scale size more common to a real road car as against some 1:10 tourers. HoBao have got the detailing perfect and coupled with the trick exhausts the shell just looks right! You can also choose the Lamborghini Diablo or the Ferrari 360 Modena. We really liked the Porsche though.

FINISHING TOUCHES!

On top of the beautiful bodysell we also have some great looking Porsche replica wheels that look like the real thing. The wheels are shod with HoBao slicks and from the running that we have done the tyres provide ample grip and seem to be consistent on different types of tarmac. 🇩🇪

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SUMMARY

IF YOU CAN'T AFFORD THE REAL THING THEN THIS HAS TO BE ON YOUR SHOPPING LIST. ON TOP OF SAVING £76000 YOU CAN TELL YOUR MATES YOU BOUGHT A PORSCHE FOR LESS THAN £400. AN ABSOLUTELY FANTASTIC MODEL, WE REALLY LOVE THIS CAR AND WOULD LOVE THERE TO BE A CHAMPIONSHIP FOR THEM. CML ARE THE DISTRIBUTORS AND WE REALLY WANT THEM TO GET THEIR CHEQUE BOOK OUT AND GET A RACE SERIES GOING AS WE FEEL THE 1:7 WOULD BE THE PERFECT RACE CAR. FOR THOSE OF YOU WHO DON'T WANT TO RACE, IT'S A FINE MODEL THAT OFFERS LOADS OF PERFORMANCE, GREAT HANDLING AND MAKES A FANTASTIC NOISE AND IS AS BIG AS YOU WOULD WANT IN TERMS OF SIZE AS THE COST IS A LOT MORE REASONABLE THAN SAY A 1:5 ON ROAD CAR.

VERDICT

⊕ GOOD SPEED / POWERFUL ENGINE

⊖ BODY MOUNTING TRICKY

RACER RATING ★★★★★