

Dennis Andreas



# Dromida 1/18 Touring and Rally Cars

**D**romida's ever increasing line has released two new vehicles in the popular 1/18 scale. If you recall, we have run several versions of its off-road short course trucks and a couple of buggies, including two that have light bars for night running. The style for the new Dromida vehicles is that of a Touring Car and a Rally Car. Both vehicles are styled after popular full-scale imports, but are generic, not a particular brand. This is a good idea, and should prove popular with any potential purchaser. As an example we've all been in the situation where a potential buyer has walked away from a sale only because he wanted a Nissan and the vehicle in question only came in Toyota markings.

As with all Dromida vehicles, the packaging is easy to display on a countertop or shelf and it's colorful to draw the customer's attention. Each item in the package is secured with zip-

ties for safety and security should dealers decide to display the vehicles with the box open. And lastly, as with many products dealers now sell, the package includes a handle so it will double as an end user carry all.

As with any product, it's what's inside the box that counts. Contained is either the Touring Car or the Rally Car. Each is available as an entry level, and therefore cost effective, package that includes a brushed 370 motor. Along with the vehicle is a full-size

**Each vehicle has a place on your shelf.**



*The Touring Car and Rally Car are designed after popular full-scale imports, but are more generic in nature, not specific vehicles. Along with this each vehicle is available in either a brushed or brushless version, with either version having positive aspects, so they all have a place on your shelf.*

pistol grip D100 two-channel transmitter that uses LED battery status indicators, trims for steering and throttle, along with adjustable rates for both steering and throttle. Batteries for the transmitter batteries are also included along with a detailed instruction manual.

The 'fuel' for either car is a seven volt 1300mAh 6-cell NiMH battery. The past vehicles we ran with this battery and the brushed 370 motor are a good combination of speed and run time. The included charger for the chassis battery is very rudimentary, but it will get the job done. It has a charge rate of 700mAh so by doing the math, a two hour (1400mAh divided by 700mAh) charge for a depleted pack will put the driver back on the road. Note: As mentioned this charger is very rudimentary and it does not even have a charge indicator light. If testing is needed at your shop a voltmeter will be needed since there is no visual indication. Even so, I always suggest using a voltmeter to test a basic charger and its charging ability regardless if there is an indicator or not.

For this evaluation, it's the Touring Car that has a brushed motor mounted. The Touring Car is an all-wheel drive vehicle that is shod with sticky tires for greater grip, a long chassis and short shocks that all add up to a low center of gravity for stability. Since this is the brushed version, the vehicle is equipped with Dromida's two-in-one RE-18 receiver and speed control combination. Steering is provided by a DS100 steering servo. The steering servo's servo saver has been redesigned for tighter turning control. The motor mount is aluminum for not only strength, but heat absorption as well, and there are ball bearings as standard equipment on all moving components. This has been repeated many times, but even though the manual says the receiver/speed control



*The chassis is low-slung which makes for a road hugging center of gravity and is equipped with some sticky tires which results in rather amazing road holding ability. Shown is the brushed version, and other than the motor the only real difference between the vehicles is the two-in-one receiver/ESC incorporated in the lesser expensive brushed version.*

and steering servo are waterproof, don't treat the vehicle like it's a submarine.

The touring car is a blast to run and even with a brushed motor it is very peppy. On clean pavement the sticky tires provide positive grip, but at the same time they aren't very forgiving when entering a tight turn at high-speed. Admittedly the car was rolled more than a few times while getting it setup for the track, but the transmitter's dual rate steering control allowed for relatively quick dial-in. Changing tracks from clean asphalt to something a bit dustier, the car could be drifted around the turns at full speed. For a 1/18 size vehicle, she eats up the length of the track in no time.



*The brushless version accelerates faster and is noticeably quicker than the brushed version. It also utilizes a separate receiver and 25 amp ESC. With either version the electronics are listed as waterproof, but that doesn't mean the cars are to be used as submarines.*

The all-wheel drive really performs and even tackled some short grass and a little off-road dirt with respect.

The reviewed Rally Car is of similar styling and design but it does have a 5300kV brushless motor and a lithium compatible BE-18 25amp ESC that is separate from the RX-18 receiver. The brushless ready-to-run package contains the same 1300mAh NiMH battery as the brushed version. Without a doubt a brushless motor adds a level of speed and run time, and this equates to nothing less than pure fun.

The styling is smart and so is the handling. Doing like most customers, I threw the chassis pack on charge and installed the transmitter batteries. It seemed to take forever, but wanting the complete customer experience I did my best to stop pacing while waiting the required two hours for the battery to charge (no wonder so many new customers come in the next morning with a ruined battery).

With the battery connected, the receiver linked immediately to the transmitter and all of the controls moved in the correct direction. The rally car provided a similar driving experience to the touring car, but with faster acceleration and a sizable difference in



*With either version the included transmitter is a full-size pistol grip unit that features all of the basics such as throttle forward and reverse along with steering forward and reverse and centering trim for both throttle and steering.*

overall speed. The long and low chassis along with a matching center of gravity is a great design choice. No matter what size the vehicle, nobody wants to chase after a flip. And all drivers know this always seems to happen when the vehicle is the farthest away from us as it could possibly be.

Laying out a track by using cones or disk markers and then getting a few of the rally and touring cars together for a race has fun written all over it. Dromida also offers a number of performance parts and visual enhancements so an end user can build a personal car to his own specifications. Just like the previously reviewed Dromida vehicles, the touring and rally cars are great vehicles and an exceptional value for the young or old, and newcomer or experienced R/C car driver alike.

Add-on sale opportunities are plentiful with Dromida vehicles, and these two are no exception. It's been mentioned there are a number of performance upgrades available, starting with the brushless upgrade (DIDC1150). This is a complete package that contains everything needed; brushless motor, receiver and speed control, should the car's owner wish to upgrade from his previously purchased brushed vehicle. Plus everyone needs extra battery packs. If running the brushless version, Dromida offers a 2S 7.4V 1600mAh LiPo (DIDC1134) and let's not forget to upgrade the battery charger. (Don't even think about charging a LiPo with the included NiMH charger). Although the manual did not offer any suggestions, every dealer has a variety of offerings they can demonstrate to the purchaser.

Like all Dromida products, the Touring Car and Rally Car are available exclusively through Great Planes Dist. **HM**