

H O T T R I C K

STRIPPER

AN R/C SATURDAY NIGHT SPECIAL



Track Report

Parma's '69 Camaro body is mounted on the Stripper chassis, ready for a Saturday night short-track oval.

CARS THAT WIN on the full-size Saturday-night short-track races do well because they're reliable, durable, and easy to adjust for a variety of tracks. They're not usually high-tech, exotic machines, but simple race cars with some good, common-sense backyard engineering that allows you to tailor the chassis to any track condition. The Hot Trick® Stripper is a 1/10-scale version of this principle, and they claim it can get the job done on any track from smooth carpet to dirt ovals.

The secret of this car's success is that it may be completely adjusted without really changing anything. The chassis features a battery tray/nerf-bar

plate reminiscent of the old slot-car "shaker" plates, and a rear-end pod that mounts on rubber buttons. This allows the driver to make a series of adjustments that will dial-in the car to any track. It looks hot, too, as all the parts are dyed or anodized bright red. Aside from the dye job, the front-end components are the same as those on the RC 12i cars, featuring the coil springing and rugged construction found on the original. The rear pod is a neatly formed and machined aluminum piece that allows the motor to be mounted on either side, and there are three ride-height positions for the rear axle. The main chassis plate and the standoff-mounted

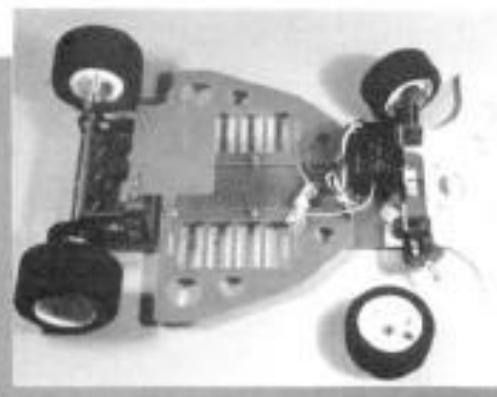
battery tray are of red fiberglass board, with clean cutouts and countersunk holes.

As well as the above parts, the kit includes a front bumper made of a nylon-like sheet plastic, the nuts-and-bolts hardware and some of the rear-end components. Wheels, tires and body aren't provided.

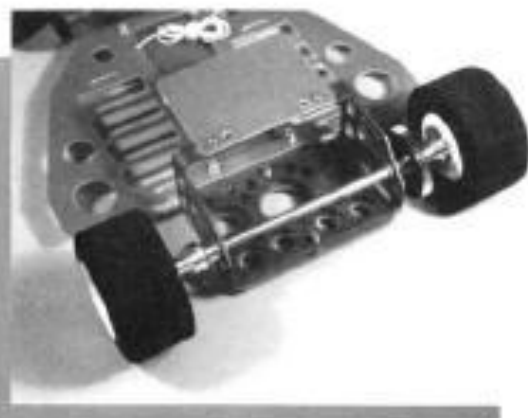
The instruction sheet is too general and the accompanying illustrations lack sufficient detail to allow a first-time builder to easily construct this kit. The identification of several parts (some not included with the kit) is either nonexistent or too vague to be helpful, and the drawings aren't clear enough to allow recognition. For a mod-

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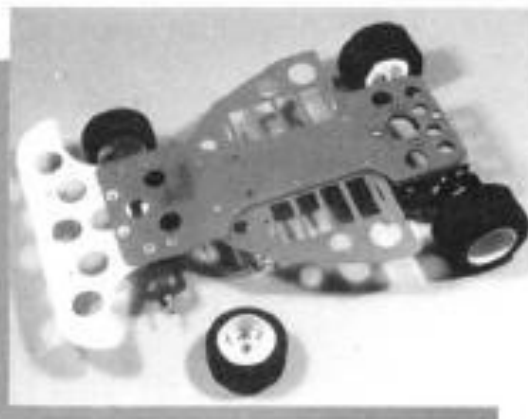
STRIPPER



The Stripper has lots of room for radio components, and the snazzy red color makes the car stand out.



Very wide track is great for cornering, but it pushes the width to the ROAR limit. Note how the rear pod rides on rubber grommets for "suspension."



Bottom view shows how the floating battery tray and rear motor pod mount to the chassis plate. Associated-style front blocks complete the package.

eler who has built an on-road car before, this doesn't present much of a problem, as most of the accessory parts required are of a standardized fit, but a novice would need some help from a dealer or a more experienced racer to finish this car.

The front-end pieces are bolted to the main chassis plate, and the front bumper is sandwiched between them. Hot Trick recommends that you start with about 10-degree caster and the stock front spring, but this seemed like a lot to me, so I inserted the proper shims to give 4-degree caster. The instructions show the RC 12i style threaded crossbar between the front-end blocks, but these parts weren't included, and the screws provided weren't long enough to mount them. Most other $1/10$ -scale cars using this front-end setup don't use the crossbar, and they run just fine, so I left it off. To set up the steering, I used a set of Parma* ball-end links and threaded tie rods to secure the front end to an MRC* Tamiya servo-saver.

The rear pod is shock-mounted to the main chassis plate with four bolts and soft rubber cushions arranged in a diamond-shape pattern. By varying the tightness of the bolts and inverting some, or all, of the cushions, the stiffness of the rear pod may be adjusted to suit track conditions. The battery tray is secured to the chassis plate with screws and six $3/16$ -inch-thick spacers, and these may be changed to control chassis stiffness. Hot Trick claims that this setup will allow you to dial-in your car to any track, as long as you're prepared to experiment a little. There are no directions about how to adjust the car, but I assume that a smooth track would utilize a stiff chassis, and a rough track would require some flexibility. You have to keep the wheels on the ground to get around the corners.

The rear-end assembly uses a separate drawing for parts location, and it shows several parts that *aren't* included with the kit or whose function is unclear. There aren't enough

written explanations or detailed illustrations to identify these parts. You must supply your own differential parts and gear set. Nothing I had would match up to their hubs, so I used a BoLlNK* diff and hubs, and a couple of steel collars to hold everything in place. This allowed for the completion of the Stripper, and installation of a Revtech* II Pro Stock motor, Futaba* R/C equipment, and a Tekin* speed control.

In keeping with the "Saturday Night Special" theme, a Parma '69 Camaro body was trimmed and painted to resemble a typical short-track street-stock or hobby-stock racer. The bright Pactra* Daytona Yellow paint was highlighted with Top Flite* Mono-Kote trim and Coverite* graphics. Some miscellaneous decals finished the job, and the body was mounted to the chassis with BoLlNK 3-inch posts and C&M Mfg.* 5-inch posts. (The ones in the kit were way too short.)

The RCCA Racing Team road-tested this car at the Island Hobbies Raceway in Hauppauge, NY, where most of our on-track racing is done. The car was dialed-in quite easily, although some wider rear tires would have helped. This could present a problem, since the width of the rear-end assembly is at the legal track limits set by ROAR, and it's difficult to find a body that covers the wheels. In all fairness to Hot Trick, it should be noted that this car was apparently designed with a Can Am body in mind, and the shorter body posts and wider track would have been accommodated by such a body. Our racing series, and (as far as we can tell) many other clubs utilize the Grand National cars for on-road racing, and we've concentrated on this type of racing. Nevertheless, the rear-end pod is overly wide, limiting the versatility of this chassis and necessitating some strange parts combinations. The front bumper is quite flexible, but it tends to stay bent after being hit, and it caused us some problems while racing, as it

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dragged on the ground. Otherwise, the car is competitive, easy to drive and solid enough to stand up to the rigors of hard racing.

The Stripper worked well on a carpet track. It should also work on very smooth, dirt ovals, but watch out for ruts. Hot Trick's entry into the 1/10-scale on-road field is a little rough as a package, but, if you have spare parts, you may want to check it out.

HOT TRICK

STRIPPER

Type On-road
Scale 1/10
Sug. Retail Price \$99.95

DIMENSIONS:

Overall Length 15 inches
Width 9 7/8 inches*
Height 5 1/2 inches w/body
Wheelbase 10-10 3/4 inches
Front Track 7 1/4 inches
Rear Track 8 7/8 inches

WEIGHT:

Gross (w/bat.) Approx. 3 pounds

BODY:

Type '69 Camaro (not incl.)
Material Polycarbonate

CHASSIS:

Type Flat pan w/battery tray
Material G-10 fiberglass sheet

DRIVE TRAIN:

Type (prim./sec.) Spur gear (not incl.)
Differential Ball

SUSPENSION:

Front: Type King-pin w/coil springs
Dampening None
Rear: Type Rubber bushings
Dampening None

WHEELS:

Front: Type Nylon (not incl.)
Dimensions (DxW) 1.75x1
inches
Rear: Type Nylon (not incl.)
Dimensions (DxW) 1.75x1.1875
inches

TIRES:

Front Foam (not incl.)
Rear Foam (not incl.)

ELECTRICS:

Motor Revtech Pro Stock (not incl.)
Battery Required Saddle-pack
Speed Controller Tekin (not incl.)

*ROAR maximum dimension.

OPTIONS AS TESTED:

BoLINK differential, wheels and tires; Revtech Pro Stock motor; Tekin electronic speed controller; C&M body posts; Parma '69 Camaro body.

COMMENTS:

The Stripper is really stripped down—must be where they got the name! After adding lots of accessories, the car ran OK. The manufacturer claims it's good on dirt, but the dirt had better be smooth!



BBRB05 LOTEC M1C \$18⁹⁵



BBRB01 LOLA T92 \$18⁹⁵



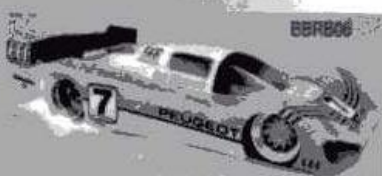
BBRB10 NISSAN P35 \$18⁹⁵



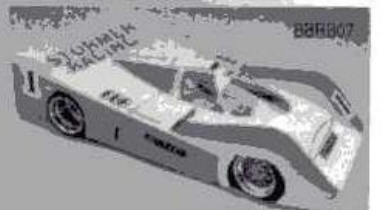
BBRB04 LOTEC M1C, 1/12TH \$11⁹⁵



BBRB08 BRM P351 \$18⁹⁵



BBRB06 PEUGEOT 905 \$18⁹⁵



BBRB07 MAZDA MXR01 \$18⁹⁵



BBRB03 SPICE GTP \$18⁹⁵



BBRB02 ALBA GP C \$18⁹⁵