

*Track Report*

**McALLISTER RACING**



ONE-TENTH

**OUTLAW**



*This bird's-eye view of the completed McAllister Outlaw shows you what one of these cars can look like when you put some time into it.*



sis with some unique features and quality hardware. The Outlaw has been designed for easy construction and maintenance, and it has great maneuverability and durability built in. Even though the Outlaw is a good entry-level car for pavement/carpet racing, its state-of-the-art coil-spring front suspension with adjustable caster and floating rear T-section with shock absorber make this chassis a challenge for any competitor. A fully adjustable limited-slip differential and a set of quality wheels and tires top off this slick package.

As with most cars of this type, you'll need to supply your own radio equipment, speed control and battery pack. This kit doesn't include a motor, and if you're new to this type of racing, McAllister recommends a stock-type powerplant. A modified motor will turn this thing into a real rocket! A nice  $\frac{1}{16}$ -scale late-model stocker Firebird body is provided, and it's molded to the usual excellent McAllister standards. You'll need a screwdriver, some Allen wrenches and a hobby knife. An inexpensive nut-driver set or a quarter-inch socket set will make things really easy. You'll also need thread-locking compound,

contact cement and servo tape, as well as masking tape and paint for the body. An electric drill would come in handy for drilling the  $\frac{3}{32}$ -inch holes through the body-mounting posts, but a pin vise will work well, too.



*The Paragon Turbo Pac was used with the Trinity stock motor to ensure longer life, higher speed and extended run times.*



*The Outlaw is shown here with a 6-cell saddle pack and a Robart HQ 505 electronic throttle.*

by ERIC GOLDSCHRAFE

**T**HE FIRST TIME you look at one of these cars, you might not recognize it for what it is, as nearly all contemporary flat-track racers have similar designs. The reinforced-fiberglass-sheet chassis and general layout are a standardized, simple, reliable way to put the power to the pavement and make the car go around corners.

McAllister Racing\* has taken this basic concept, developed during years of racing experience, and produced its MX-1 chas-

# OUTLAW



The front end features coil-sprung kingpin suspension and a solid aluminum front axle with adjustable camber.

Since the kit is really quite straightforward and the instructions are simple and clear, a step-by-step account of the construction would be redundant here. I'll just say that the car in this review was easily assembled by a 12-year-old in one afternoon. The quality hardware and pre-fabricated parts make for hassle-free construction, and the car goes together exactly as the instructions say it will.

Loctite® thread-locking compound was used wherever screws hold in metal parts, e.g., the rear-end assembly and the front-end mounting blocks. Loctite contact cement was used in the assembly of the wheels and tires, which were subsequently tried to eliminate wheel-hop. Loctite makes many useful products for R/C cars: a variety of cements, silicone sealants, plastic cleaners, and cleaning and lubricating sprays. Keep Loctite Weld cold-weld bonding compound and Form-A-Thread in your tool box. The cold-welding compound will work on most metals (as well as on some other materials), and it sets in 15 minutes. It will fix a leaking oil pan on a race car (I've seen it done), and it just might save you from disappointment and disaster if something breaks on your R/C car on race day.

The Form-A-Thread kit is great for repairing stripped or damaged screw threads in metal parts, and the applications should be obvious to any model builder.

As well as providing us with all these goodies, Loctite is active in all forms of full-scale racing, often providing a much-needed sponsorship. Loctite's Chris Abate has been extremely cooperative in helping us to forge links with the world of full-scale racing, and with his help, we've even made it into the pits a few times!

We chose the Futaba® FP-2PKA pistol-grip radio, and it was tried with several electronic speed controls as part of our "Scoping Out" evaluations for Rudy Meyer's column. We use a Trinity® Monster Horsepower stock motor, and this provides plenty of power for competitive racing. The ball diff works smoothly, and as well as using the tires and wheels that came with the kit, we tried a few other types and compounds just to see what would happen. Your choice will depend on your usual track surface and how you have the car set up; unless you have a "hot" combination, you'll have to do a little experimenting.

The Outlaw was easy to drive and dial-in to the track; the setscrew-adjustable caster setting lets you make quick changes to get quickly race-prepped, and a transmitter with variable steering rates will get you hot-lapping right away. The car stays glued to the track, and it can be set up to accommodate any driving style. The chassis works well, and the adjustments don't change as the car is run, so your lap times are consistent. We'll be racing this car competitively, and we'll give a report on how it stacks up against the rest of the flat-track road-burners.

When the car had been run for a while,



The assembled chassis, sans electronics, is as simple as they come, but it's competitive.

## McALLISTER RACING



### OUTLAW STOCKER

Type ..... On-road  
Scale ..... 1/10

#### DIMENSIONS:

Overall Length ..... 19 1/4 inches  
Width ..... 9 inches  
Height ..... 5 inches  
Wheelbase ..... 10 1/2 inches  
Front Track ..... 8 1/2 inches  
Rear Track ..... 8 7/8 inches

#### WEIGHT:

Gross (w/rec. bat.) ..... 3 pounds  
Balance (f/r) ..... 45/55

#### BODY:

Type ..... Firebird  
Material ..... Lexan

#### CHASSIS:

Type ..... Plate  
Material ..... Fiberglass

#### DRIVE TRAIN:

Type ..... Spur gear  
Differential(s) ..... Ball

#### SUSPENSION:

Front: Type ..... King-pin  
Dampening ..... Coil-spring  
Rear: Type ..... T-plate  
Dampening ..... Mono-shock

#### WHEELS:

Front: Type ..... One-piece plastic  
Dim. (DxW) ..... 2x1 1/2 inches  
Rear: Type ..... One-piece plastic  
Dim. (DxW) ..... 2x2 inches

#### TIRES:

Front ..... Foam  
Rear ..... Foam

#### ELECTRICAL:

Motor ..... Not included  
Battery Required ..... 6- to 7-cell saddle pack

#### OPTIONS AS TESTED:

Trinity Stock motor; Robart 505 speed control; Futaba Magnum Junior radio.

#### COMMENTS:

Unlike many other on-road kits, the Outlaw doesn't require any extra cutting, filing or machining during assembly. Assembly follows instructions very well. Good high-performance entry-level car.

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