



MRP's RC models with optional bodies, from bottom to top: NASCAR Monte Carlo, C-2 Color, Lamborghini, Ferrari Testarossa, and C-2 Valvoline Lamborghini.

by the RADIO CONTROL CAR ACTION STAFF

IN AN ENDLESS search to bring you the latest in R/C technology and product availability, *look what we found!* With a chance visit to the Model Racing Products® test track, we came across some very interesting activity. At first glance we almost passed off the activity as lunch-time 1/12-scale fun, but we soon realized it was a little more serious than that. There were four cars visible, a NASCAR Monte Carlo, a Ferrari Testarossa, a GPT Corvette/Lola, and a C-2 Lamborghini. And these cars were not 1/12, but 1/10-scale and rather sharp! So, with camera in

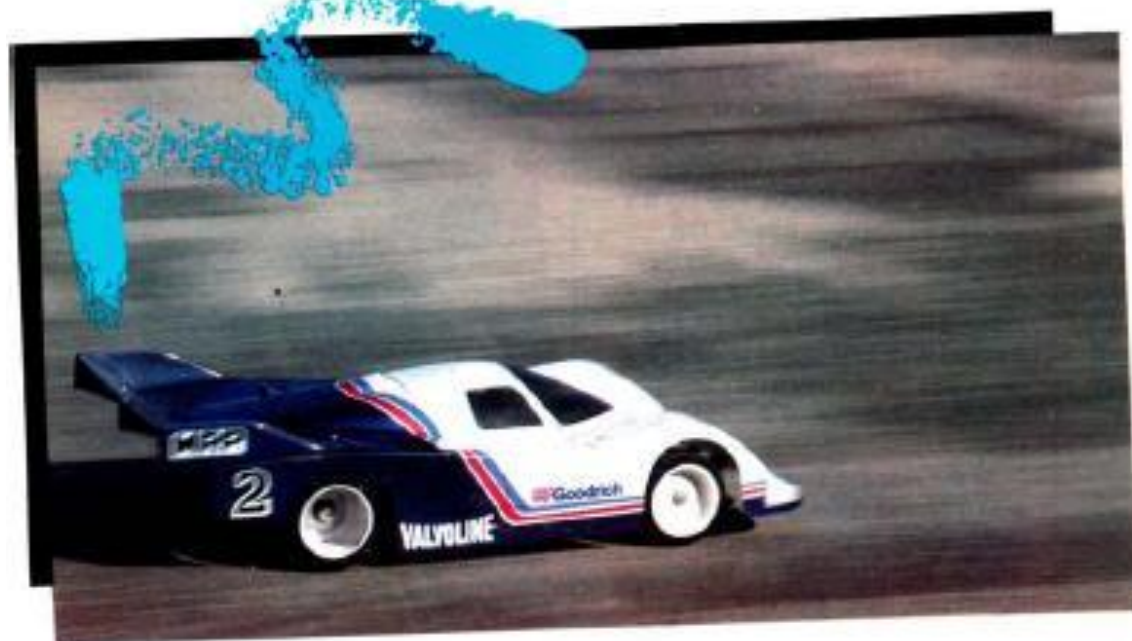
hand, the shutter was clicking as we watched the latest Italian super-car flash by.

Now, we knew that MRP was producing some fine 1/10-scale bodies, but the question remained as to what was underneath these bodies? Was it a car for testing the aerodynamics of new bodies? Or was it a new secret weapon MRP was about to launch onto the road circuit scene? We lingered at the track a little longer to see if we could figure out

what was moving those bodies along the pavement, rather rapidly at that and with fine cornering ability. We felt we had stumbled onto something *hot!* With phone in hand our investigation began and this is what we found out.

Yes, indeed, MRP had come up with some new body designs that were getting ready for release. Those are the Ferrari Testarossa, the Lamborghini C-2 in 1/12, 1/10 and 1/8, the Corvette/Lola GTP, the NASCAR Pontiac 2+2, the NASCAR T-Bird, and a T-87 Lola Indy car body. But the big question remained, what was the car we photographed at

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GP-10

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their test track? With some furthering, a source at MRP finally gave an answer. The car we saw was a pre-cursor of the new MRP GP-10, a $\frac{1}{10}$ scale circuit racer.

The GP-10 will feature full ball joints, a fully adjustable ball differential and hydraulic dampers. To the best of our source's knowledge, the chassis components will be made from T-6 aluminum and fiberglass, and the kit will come with wheels, tires and bearings. The kit will feature a Lamborghini C-2 on-road body as a stock item, but the other MRP $\frac{1}{10}$ scale bodies will be available and will mount on the GP-10 chassis. We understand that the Lamborghini C-2 is the latest of the Italian supercars now competing on the 1987 IMSA and World Endurance Cup circuits, so the MRP $\frac{1}{12}$ or $\frac{1}{8}$ version of this mighty machine will have you in the most up-to-date wrapper available.

The GP-10 is kit No. 31-1200, and will be shipped without electrics, motor or speed control, and of course without radio. It will accept either a resistor or

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an electronic speed control and any motor. The kit will be available through our nearest MRP dealer.

With the popularity of $\frac{1}{10}$ -scale on-road racing growing across the country, whether it be on carpet indoors or on pavement outdoors, MRP expects the GP-10 to set new track records. The prototype we observed certainly was slick, but availability to the consumer will be the real test and that is just what we asked MRP: when can the public expect to see this happen? Well, the GP-10 is planned to be shipped around the end of the first week in April, which is about the time you'll be reading this article. MRP has also insured us that by the time the next issue of *Radio Control Car Action* is in your hands, the GP-10 will be available to us so that we can give you the in-depth report and track test you want. So, until then, we will keep our ears close to the ground and make sure that *Radio Control Car Action* readers are the first to have the hottest tips and product news available.

**The following is the address of the company mentioned in this article:*

Model
Racing
Products



GP-10

The new breed of
1/10 road warrior.

by
T.J.
Lyn

IN THE June issue of *Radio Control Car Action* the staff of this publication reported on a great secret find at the MRP® testing facility, the GP-10 circuit racer. As promised, MRP has completed production on this racer and we'll now get a chance to investigate the whole story behind this 1/10-scale machine.

With the growth of super-speedways and road courses for 1/10-scale R/C racing, the latest entry into this arena is the GP-10 from MRP. It is an unassembled full-ball-bearing kit that comes standard with the Lamborghini C-2 Lexan body. The GP-10 is not a toy but a high-performance race car for the serious competitor. The kit comes as a basic racing chassis and body but does not include motor, speed control, batteries, and radio. MRP offers this kit in other configurations, if you wish to have a motor or speed control as part of your kit.

THE KIT. As with any high-performance race car, simplicity is the key to reliable performance, and the GP-10 fits the mold. The chassis is constructed of aluminum (you might consider replacing it in time with a lighter composite material), which provides a light, strong base. The other chassis components (including the front A-arms and the rear suspension pod) are made of G-10 fiberglass. The rear axle and bearing supports are constructed from a nylon base material which is very strong, the same material that's used to give the front steering arms and spindles strength.

The front and rear suspension on the GP-10 is independent, and the dampening is provided by two

GP-10

aluminum oil-filled shocks. This suspension helps maintain the race car's 4 mm ground clearance. The kit also includes high-grade nuts and bolts for complete assembly. Your kit will also include a set of foam front and rear tires mounted on lightweight wheels. My kit came with tires badly out of round and balance; but after some discussion with the manufacturer, I found out that they were prototypes and the kit has since been updated with a set of nicely rounded and balanced tires on sharp-looking lightweight wheels.

The differential on the GP-10 is an 8-ball differential that was very smooth in operation. It is fully adjustable—which as we all know is a must to compensate for many different track conditions and types of motors that might be used in the GP-10. The choice of motor for this test car was the Team Losi[®] Revolution II (their two-wheel-drive modified motor), which provided a tremendous amount of power for any condition I could find.

The radio system and the speed control mount on an upper fiberglass plate which allows for easy movement of components, due to their size. The choice of radio system was the Circus Hobbies[®] Winner II series pistol grip as reviewed in the Summer 1986 issue of *Radio Control Car Action*. The speed control used was the Super Zeta from Product Design[®]. This combination of radio and speed control proved to be a great performance combination for both road course and super speedway driving.

The track-testing of the GP-10 was a sure-footed experience. The GP-10's low chassis design and the aerodynamic C-2 body gave this machine great handling ability with both low-speed turning and high-speed cornering. Stability at high speeds was very good but I do recommend the addition of a larger wing on the GP-10 if you decide to attack a super-speedway. This will help you gain better traction on this type of track, and I assure you, you'll need it. The top end of this car on the super-speedway is scary. You'll not be disappointed.

The GP-10 from MRP is not only a fine performer with the C-2 body design, but keep in mind that they also can put one of approximately 10 other bodies on this chassis, from a pavement-pounding 1987 Thunderbird to the Indy Lola T87. Performance and flexibility from one car—you can't ask for more than that.

**The following are the addresses of the companies mentioned in this article:*
Model Racing Products Inc., 18676 142nd Ave. NE, Woodinville, WA 98072.
Team Losi: RPS Distributing, 1655 East Mission Blvd., Pomona, CA 91766.
Circus Hobbies, 3132 S. Highland Dr., Las Vegas, NV 89109.
Product Design Inc., 16922 NE 124th St., Redmond, WA 98052. ■



The GP-10 circuit racer chassis is clean and sleek, designed for all-out performance.