Track Report

Lots of features and

PARMA PRO PANTHER 10

by RICH HEMSTREET

PARMA'S PRO PANTHER 10 made its debut at the First Annual Car Action Weekend. This 1/10-scale on-road racer did well in the Invitational Class, as both factory cars qualified for the A-Main and the Novak 600. Last summer, Andy Dobson made the A-Main at the ROAR 1/10-Scale On-Road Nationals with his factory ride. Parma now has the Pro Panther 10 in full production and it's available to everyone.

THE KIT: The Pro Panther is packaged in several ways. I chose the deluxe kit with the Osella Can-Am sports body; the same kit is available with either a stock-car body or a hot-rod body. Each of the deluxe kits includes six matched Sanyo cells, resistor speed control, Yokomo stock motor and a wiring kit, and one kit also

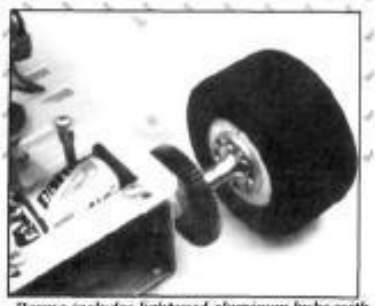
silky smooth Diff- One Potent Panther

Above: Parma's Pro Panther 10 is a competitive on-road racer.
Right: The slick Osella Can-Am body is included in the Sports version of the Pro Panther.

includes a radio. Twin rockerballs provide the rear suspension movement, and these give much better movement than from the T-bar flex alone. Up front, a coil spring is used above each steering block, as is the case with most 1/10-scale on-road cars. Bronze bushings are included for both the front and the rear of the car.

CONSTRUCTION: Although Parma's instructions are not very well-illustrated, the text is quite clear and the car isn't difficult to build. The front caster is controlled with sloping shims that mount between the fiberglass axle and the spacers. This is a nice system, because you have several caster angles (several different shims) that are precise and repeatable to choose from. (It's nice to know exactly how your caster is set so you can always return to it.)

Be careful when you bolt the rockerballs into their nylon cases: These triangular pieces are *not* equilateral. Be sure all three holes line up before you screw them together through the T-bar. A Pro Diff with a graphite axle is standard on the Panther. Unfortunately, the graphite axle has to run inside bronze bushings instead of ball bearings. If possible, you should install ball bearings for the rear axle when building the car. For the small cost involved (compared to the Pro Diff), I think that Parma should have included the rear ball bearings in the kit. The differential is extremely smooth and



Parma includes lightened aluminum hubs with the Pro Diff. This is a top notch setup for a standard kit.

PARMA

PRO PANTHER 10

Type ..... On-road
Scale 1/10
Sug. Retail Price $210

DIMENSIONS:
Overall Length ..... 16 inches
Width ..... 9.5 inches
Height ..... 3.5 inches
Wheelbase ..... 10.125 inches
Front Track ..... 7.5 inches
Rear Track ..... 7.125 inches

WEIGHT:
Gross (w/bat.) ..... 43 ounces

BODY:
Type ..... Osella
Material ..... Polycarbonate

CHASSIS:
Type ..... Single plane
Material ..... Fiberglass

DRIVE TRAIN:
Type (prim./sec.) ..... 32-pitch pinion/spur
Differential ..... Ball-type Pro Diff

SUSPENSION:
Front: Type ..... Individual coil springs
Dampening ..... None
Rear: Type ..... T-bar on two steel balls
Dampening ..... Two coil springs

WHEELS:
Front: Type ..... Nylon
Dimensions(DxW) 1.75x1
Rear: Type ..... Nylon
Dimensions(DxW) 1.75x1.375

TIRES:
Front: Type ..... Foam
Rear: Type ..... Foam

ELECTRICAL:
Motor ..... Parma Yokomo stock
Battery Type Required ..... 6- or 7-cell saddle pack
Speed Controller ..... Wound rheostat

OPTIONS AS TESTED:
MC-9 Futaba speed controller.

COMMENTS:
Many well-designed features give the Pro Panther great potential. A poorly fitting wing tube and bronze bushings used with a graphite axle are a few areas Parma should address to improve this package.

works very well.

One other problem at the rear of the car is that the wing tubes don't fit because the screw heads that attach the dampener plate to the pod are too large. Otherwise, the car appears to be well-designed and manufactured.

PERFORMANCE: The Pro Panther really runs well. On pavement or carpet, it's not difficult to get the Panther hooked up. In the large field of competitive on-road machinery, the Panther doesn't have to take a back seat to anyone.

The stock Yokomo motor is peppy enough to make things interesting, and the chassis is capable of handling as much motor as you're able to drive. For top performance, the only changes needed are the addition of a full set of ball bearings, low-profile tires ("wagon wheels" are standard) and 48- or 64-pitch gears.

One final note: Many Pro Panthers are prone to do the "Parma skip," i.e., the rear of the car frequently skips or hops while going through a turn. While this is annoying to watch, it doesn't seem to hinder the car's performance. The probable cause of this problem is that the nylon axle mounts that bolt to the aluminum pod are too large. These mounts may flex enough under pressure to momentarily bind the axle, causing the tires to stop for a fraction of a second. If this is the problem, a more rigid axle mount would prevent it. Either way, Parma is ready to take on all comers with its Pro Panther 10 series.

**Here is the address of the manufacturer featured in this article.*

Parma International, Inc., 13927 Progress Parkway, North Royalton, OH 44133. ■

Parma Panther 1/12 = 1984 Stock World Champion