P R C

PR-7

by RICH HEMSTREET

Light in the fast lane.

IF YOU'RE PLANNING to build an Indy car, your first stop (after the bank) should be a computer terminal. Computer design is vital if you want to be competitive in full-size Indy cars. Now there's a computer-aided design for a 1/10-scale on-road racer. Precision Race Cars'* (PRC) brand-new PR-7 was designed by people using space-age computer technology. As you might suspect, they came up with something that's unlike anything else on the market.

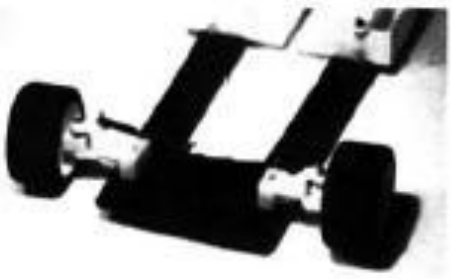
THE KIT: The PR-7 is already assembled, and all you have to add are the radio, battery, motor and spur gear. The most unusual aspect of the PR-7 is its perimeter graphite chassis. The whole suspension system is designed into the flex of the chassis. BoLink*, low-profile, Fasttrack tires and full ball bearings come in the kit. A lightweight graphite rear axle is used on the PR-7, and the rear hubs are heavy-duty, bulletproof units.

The PR-7 is ready to race anywhere.

CONSTRUCTION: There's very little left to do on this car, so this is actually final assembly. Mount the steering servo onto the frame between the front steering blocks. I used a CMW* CM-10 speed controller, which mounts directly in front of the motor. PRC says they've tried both 64- and 32-pitch gears and prefer the strength of the 32s, so I used the new 12-ball Kimbrough* spur gears. As usual, I installed a Kimbrough servo-saver up front. You can mount virtually any style of body on the PR-7 and I chose a BoLink '83 T-Bird.

PERFORMANCE: While the PR-7 was designed to perform on the high banks of Lake Whippoorwill, the car works just as well on carpet and in parking lots. It weighs only 38 ounces ready-to-run, so in most cases you need to add a lot of ballast to get up to weight. You can place the weight wherever you want to. If you're running an oval, strap the weight to the left frame rail. For a roadcourse I recommend that you split the weight equally between each rail.

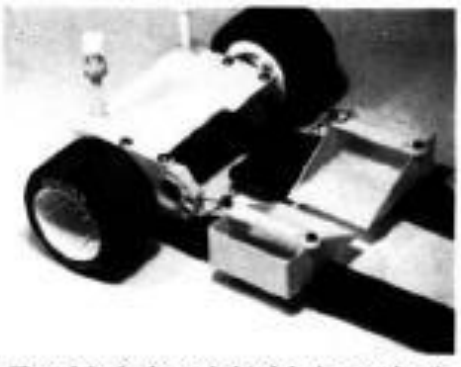
At Lake Whippoorwill the 1/10-scale cars with stock car bodies, almost all needed wings to handle well at high speeds. The PR-7 requires only a spoiler on the rear of the T-Bird to ensure smooth handling, because it doesn't need as much downforce on the rear. A spoiler doesn't add as much drag as a wing does so a car with a spoiler has a higher top speed potential.



Associated suspension parts are used up front without springs.

The only thing you have to do to improve the PR-7's handling is to use a traction additive on the rear tires. The new BoLink Max-Trak does the job well.

Most people, on seeing the PR-7, think that they could easily cut a similar car out of a plate of graphite or fiber glass. Unless they have a computer telling them where to cut, they'll probably be spinning their wheels, and wasting time and money.



The tab in the frame behind the battery box is the location for mounting your speed controller.

The PR-7 is just the car for someone who wants to race but does not want to spend time adjusting his suspension.

**The following are the addresses of the companies mentioned in this article:*

Precision Race Cars, P.O. Box 2544, Titusville, FL 32781.
BoLink R/C Cars, 420 Hosea Rd., Lawrenceville, GA 30245.
CMW International, 2101 Midway Rd., Carrollton, TX 75006.
Kimbrough Products, 1430 East St. Andrews Place, Unit E, Santa Ana, CA 92705. ■