



A close look at one of Car Action's top ten winners

TO A CASUAL participant in 1/10-scale on-road racing, the TRC® Pro 10 might seem overpriced and overdone; in reality, the car is well-made and features several innovations not seen on comparable cars. This makes the car very competitive right out of the box, needing only the addition of the R/C equipment, a battery and a suitable motor and body.

The Pro 10 is based on the car that won at Lake Whippoorwill, and it contains all the parts and innovations that were used on the prototype. There's no need to buy a bunch of other specialty pieces to make this car competitive, and you don't have to modify the parts in the box. This is a sophisticated racing machine, not a toy or an entry-level car, so if you only want something to race occasionally and fool around with on the street in front of your house, *don't* buy this car (even TRC tells you this).

THE KIT: A rather complicated instruction booklet describes in some detail the hand-fitting of the many parts that go into this model. It might seem like a lot of extra work when compared to many other mass-produced kits, but it's sort of like "blueprinting" a real race engine to get all the parts to fit perfectly. Each part is carefully matched with its mating surface by sand-

ing, polishing, or carefully aligning, and, if done correctly, the result is a chassis with absolutely no slop or tolerance build-up. If you aren't the type to spend several minutes or hours truing and smoothing some small parts, don't buy this car. But by making it yourself, you'll understand why the Pro 10 is such a good car.

In many respects, the TRC car is similar to most other cars: It has a flat, fiberglass-sheet chassis that's milled out and drilled neatly for lightness and accurate component mounting. The T-plate might look similar to that on some other cars, but the rocker setup and a pair of small coil springs make this design flexible, yet solid. There's no play to promote rear-end wandering, and if you take the time to fit everything together correctly, it works very smoothly.

A unique shock-mounting tower lets you set the angle of the shock to suit varied track surfaces, and the kit's shock absorber works effectively and smoothly. The front end is comprised of a beam axle with coil-sprung steering blocks, and the aluminum blocks used to mount this assembly to the main chassis allow for easy caster adjustment. This as-

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sembly might look like those you've seen on a couple of other cars, but it's much more substantial in comparison. No steering tie-rod linkage is included, but after all the trouble you go to with this car, it makes sense to install quality parts.

The rear pod might also look similar to those used on some other kits, but there are several details that make this a superior unit. One difference is the ride-height adjustment blocks that allow you to tailor the chassis to tire diameter and track requirements; another is the strong torque tube that houses the rear axle and contains the precision ball bearings. A graphite axle is utilized to mount what is probably the smoothest and best-made differential in the industry. Everything, including the spur gear and right-side hub, rides on ball bearings, and the several thrust bearings used allow precision adjustment and eliminate slop in the ball diff. The aluminum block used in this kit has motor slots machined into both sides so that any type of gear or belt-drive setup will fit, and it has also been drilled for wing tubes. When completed, the chassis is mounted on the TRC wheels and tires included with the kit.

As previously mentioned, you'll need a radio, a battery pack, a motor and a body to complete this car, which is basically the same as most other 1/10-scale on-road cars. Just about any Can-Am-style or stock-car body will fit, and any small or standard-size R/C set will work.

The chassis was topped off with a NASCAR body to conform with the type of racing run by the *Car Action* team. An MRP® '88 Buick stock car was chosen, primarily because I hadn't done a Buick lately, and the MRP body looked nicely scaled down. Floquil® model railroad paint was mixed to the correct shade of apple green and airbrushed onto the masked-off body. The gold trim stripe was applied next, followed by white lower body panels. Autographics® decals were used for the Quaker State logos and Buick emblems, and the No. 26 on the doors and roof were handmade from Top Flite® MonoKote trim-sheet stock. All the trimming was also made with this material, as were the headlight doors, the grill, the panel striping and the window moldings. For that final touch, BoLINK® NASCAR decals were used on the front fenders, and then the car really looked ready to race!

PERFORMANCE: The *Car Action* racing team track-tested this car at our "home" track—Island Raceway, in Hauppauge, NY. We found that the car is all that's implied in the advertisements and factory literature. While the initial settings aren't covered in the instruction manual, they do tell you how to dial-in the car.

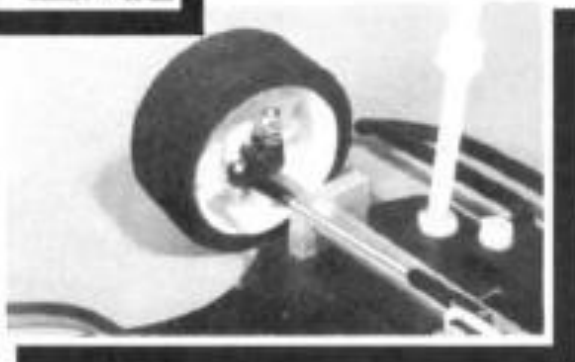
As a starting point, I set the front end up with about 4 degrees of caster and a little

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Rear-suspension adjustments can be made both with the coil-over shock assembly and the two tweak/preload adjusters beneath the shock-mount bracket.

A heavy-duty beam front axle offers infinite caster adjustment. In the present kits, the steering blocks shown here have been replaced with a heavy-duty unit.



TRC

PRO 10

Type On-road
Scale 1/10
Sug. retail price \$260

DIMENSIONS:

Overall Length 14.5 inches
Width 9.5 inches
Height 4.5 inches
Wheelbase 10.5 inches
Front Track 7.25 inches
Rear Track 7.5 inches

WEIGHT:

Gross (w/bat.) 45 ounces

BODY:

Type Not included

CHASSIS:

Type Flat pan
Material Milled fiberglass

DRIVE TRAIN:

Type Pinion/Spur gear
Differential Ball type

SUSPENSION:

Front: Type Coil springs
Dampening None
Rear: Type T-plate
Dampening Coil-over shock

WHEELS:

Front: Type B85, spoked
Dimensions (DxW) 1.75x1.125 inches

Rear: Type B85, spoked
Dimensions (DxW) 2x2 inches

TIRES:

Front Foam (blue compound)
Rear Foam (green compound)

ELECTRICS:

Motor Not included
Battery Required 6 to 7 sub-C cells
Speed Controller Not included

OPTIONS AS TESTED:

Rev Tech stock motor, Futaba 2-channel radio, Victor speed control, Trinity steering linkage, MRP Buick stock-car body.

COMMENTS:

The Pro 10 is a competitive on-road car. While it takes time to hand-fit some of the parts, the effort is worth it. Both front and rear suspension offer fine-tuning so that you can dial-in the car on any track.

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toe-in. The rear shock mount was set in the center locating holes, and the chassis was checked for zero "tweak." With a good motor and a set of fresh SCRs on board, we soon had the car clicking off some pretty respectable laps. I dropped the shock to the lower holes and firmed-up the rear end a little more, and the car ran even faster. With a little caster taken out and the toe-in set at zero, the car now began to go like a rocket—definitely A-Main potential. After more experimentation with stiffness and battery placement, it became apparent that this car can be made into a screamer on just about any track.



There's plenty of room to mount your radio gear on the Pro 10's fiberglass chassis. With five battery cutouts on each side, you can really fine-tune the weight distribution.

You might have to adopt some new driving techniques to fully exploit this racer, but it's worth the time and patience. The wide range of adjustments will allow you to tame a tough roadcourse, or set up for a monster banked-turn oval track, and this is when you begin to appreciate the work that has gone into this kit. Naturally, all tracks demand different setups, but the manual

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coaches you along through the process. When you do arrive at the proper combination, you'll soon be looking for the way into victory lane!

I mentioned that this car isn't an entry-level car, and I say this for several reasons: First, the detailed instruction sheet is so complicated that it will probably confuse many newcomers to this hobby, and the typos and lack of clarity in the wording will increase this confusion. The small, poorly reproduced photos don't help much either. The kit also lacked some nuts-and-bolts-type hardware, and although it's all standard stuff and easily obtainable, for the price of this kit, you should be given *all* the parts. (I hope that this was a rare oversight on the part of the manufacturer.) Everyone would benefit if the instruction manual were upgraded to meet the quality of the rest of the kit.

TRC's Pro 10 should win its share of national titles this year, and if you're ready for a top-notch on-road performer, check it out.

Total Racing Connection

