Feed a stadium Truck steroids and this is the result!

If Indiana Jones drove a pick-up, it would be a Thunder King.

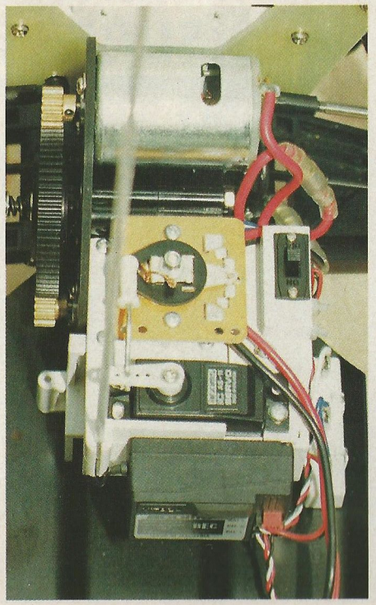
Upon opening the massive box, the first thing to catch the eye is the bodyshell, closely followed by the tyres. These are 145mm in diameter, are moulded in a very soft natural rubber compound and modelled on what looks like work horse Land Rover tyres. The shell is modelled along the lines of a typical American pick-up truck and by virtue of its sheer size, should lend itself well to custom paint jobs without too much hassle in the masking department. Included with the instruction manual is a full colour introduction to the rest of the MRC World scale off-road line up, the Desert Thunder Racing Buggy and the Baja King Desert Racer, modelled along the lines of a typical 2wd buggy and racing truck respectively, only very much bigger! The fact that this truck is so large gives rise to a section in the instruction manual that really lays it on the line about safe operation, this was good to see.

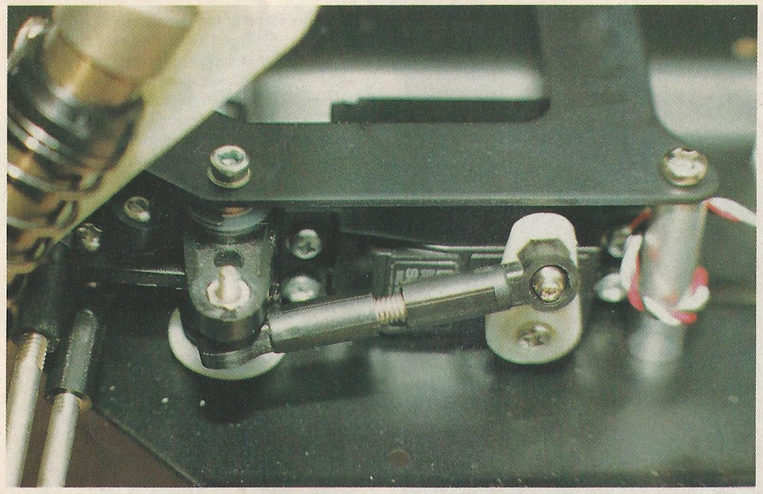
World Scale? Well, this new scale of electric off-road machine is the brainchild of the Model Rectifier Corporation from New Jersey in the United States, and I must admit that the first time I laid eyes on the size of the box I knew this was going to be a big baby! The Thunder King High Performance Truck actually works out to be approximately 1/7th scale, and believe you me, seen in the flesh it is most impressive indeed.

What prompted the idea was the dependency of 1/10 buggies and trucks on track conditions. If the ground is rutted, the average buggy or truck soon finds an excuse to expose its belly to the sky, which can be a little frustrating if it happens every few seconds! The same thing occurs when driving through water, a 1/10 scale buggy with its lowish ground clearance is easily slowed or even drowned out, whereas this machine should simply stride through the average puddle as if it didn't exist !

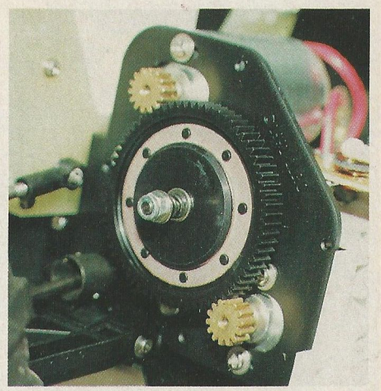
The scale to which this beast is made is new, whilst the actual design and construction is pretty similar to a typical 2wd buggy except everything about it is so much bigger, sturdier and generally impressive! To give awesome bottom end pulling power, two 540 motors are used. Two? Now, most large scale models go for I.C. power, but electric motors produce the most torque or 'grunt' at low revs, which is just the job when negotiating the type of terrain that this little? beauty was designed for.

Easily installed and accessible radio gear.



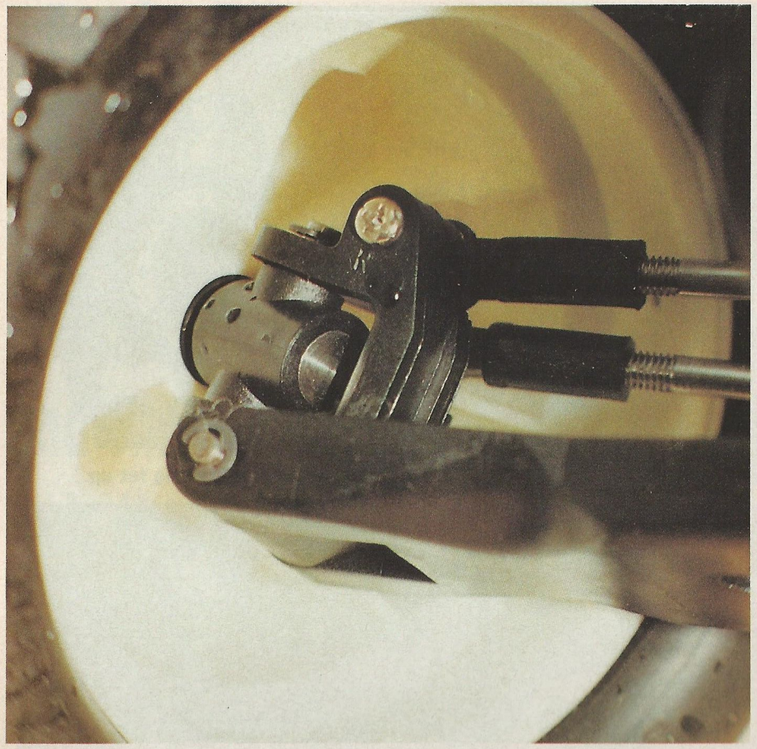


Two motors, steel gears and a slipper clutch....



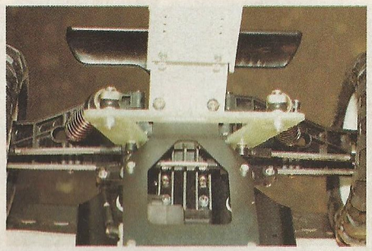
The substantial steering set-up.

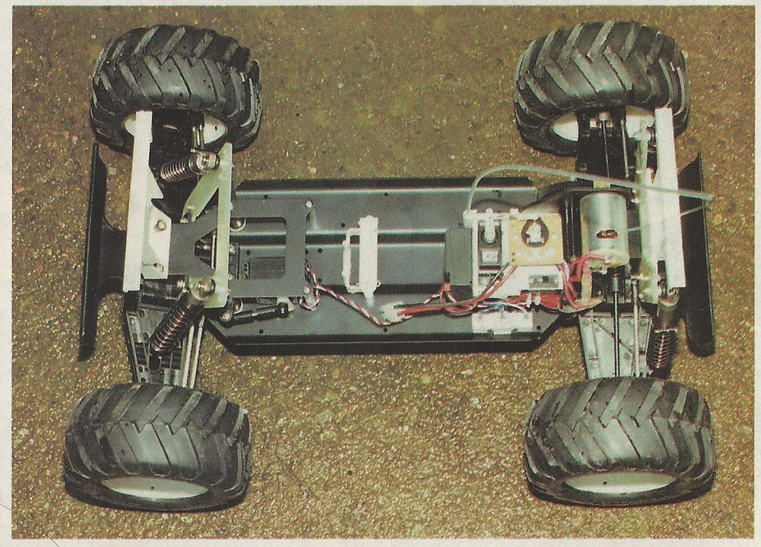
THE MRC 'WORLD' SCALE THUNDER KING



easier by the fact that the parts were all so big, including the 'E' clips.This made a nice change from the small clips found in the majority of American kits! The front shock tower slotted into the nosepiece and the front end began to take shape. The shock tower is made from GRP and is fairly substantial, being 3.5mm thick, so despite not being graphite it shouldn't break that easily. The rear end went together as easily as the front, with the similarity to a 1/10 off roader continuing to be evident.

The transmission was next, and this literally fell together in a matter of a few minutes. During the build up, I gave the gear teeth a liberal dosage of HML gear tooth lube and the bearings a touch of the appropriate HML oil to help matters during the first few minutes of use, which, going by the size and weight of the beast would be fairly hard on the transmission. The gears themselves are very substantial steel items which should give a long life, if not the quietest drive train in the world. The Thunder King transmission features a slipper clutch, as do all the best electric off-roaders these days, and altogether the whole





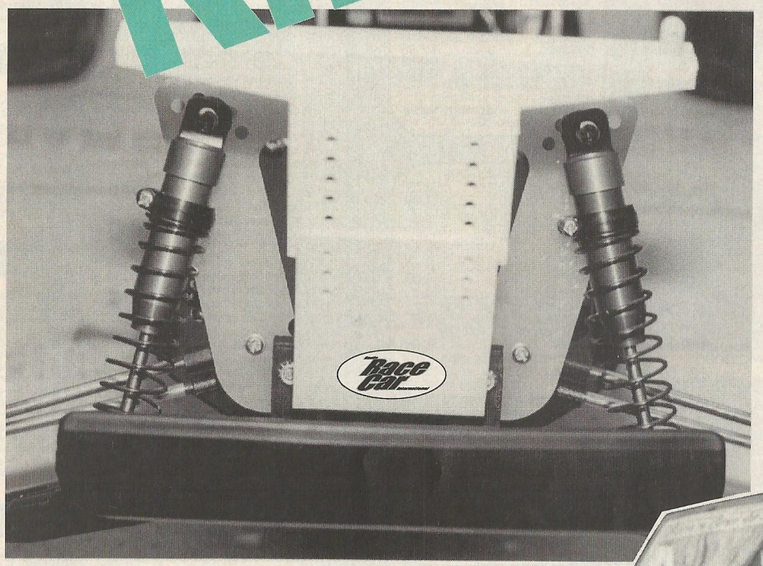
The chassis design results in a super stiff item.

What was the kit like to build?

The chassis was produced from the depths of the cavernous box. Produced from an aluminium stamping, it is very neatly countersunk and anodised black. No sharp edges are evident and altogether looks very smart. The battery holder was the first step in the build up. This presented no problems. The front suspension arms were next, these being moulded in a very rigid black material that seems up to the job (only time will tell). The arms mated up to the nose piece nicely, as did the hub carriers and this was all made assembly went together well. The only problem experienced was that the 3mm capscrew that holds the ball diff together wasn't threaded properly and wouldn't start. A quick run down it with a 3mm die effected a complete cure and, I would think, was an isolated problem.

The steering set up makes provision for dual steering servos should one be found to be inadequate. The servo savers are of the traditional interlocking 'v' design, and have substantial springs which led to a bit of a struggle, but they eventually went together. With the complete

THUNDER KING



involved, it proved impossible to give this awesome beast the testing it deserved before Race Car went to press, so next month we will be reporting on how it fared when faced with a quarry on the Malvern Hills and who came off worse!

assembly mounted on the chassis and supported by the top brace, the model was finished bar the radio installation. The radio was easy to set up, although I did have to put a kink in the wiper arm linkage to avoid having the servo arm at an angle, there not being enough adjustment available to shorten it. One aspect of the installation that I liked was that the speed control resistor is mounted to the chassis. As this is metal , it provides the best possible heatsink, which, considering the type of use that this truck is going to see, will be invaluable in cooling.

The bodyshell is a good replica of a typical pick up and lent itself to a decent paint job, so Race Cars' resident airbrush artist John Rogers was entrusted with the job, and again, as can be seen he did a beautiful job. The shell was being painted while I built the truck, so I relied on the indents in the shell to make the holes for the body posts, unfortunately these were slightly out of position but the shell is large enough to flex to make up for this small problem! Due to the timescale