

Mc ALLISTER MX PRO

A new car is now available for the Pro 10 racing arena, Geoff Driver builds the MX PRO from Mc Allister. . .

Pro-10 may not be the scale that everyone is talking about, but followers are as keen as anyone could be about their sport. For those yet to encounter the activity, Pro-10 is basically circuit racing in 1/10 scale often driven outdoors on a tarmac track. During its lifetime numerous makes and types of Pro-10 racers have come and gone. A few have stayed, but due to its limited appeal, the cars do tend to be somewhat specialised with limited production runs which results in the cars being (dare I say it) a little expensive.

Apart from the obvious market leaders in flat pan designs (most of which are scale ups from 1/12) there are a few less well known chassis that are worthy of mention. A fairly recent import to this country is the McAllister MX Pro chassis. Imported by Savage Racing Products near Bristol.

The McAllister chassis is described by its U.S maker as a pavement chassis, which does sound somewhat unflattering, still I think I know what they mean. The rest of the description offered by McAllister is equally down to earth and definitely not overstated. They call the MX-Pro chassis a "no frills, no nonsense, get down to the business car with one object in mind... to go fast a win with as little effort as possible". To be fair McAllister do have a pretty good record of success in the U.S.A.

Well what do you get? Certainly simplicity. A fibre glass chassis fully machined to accept up to 8 cells. At the rear a motor pod, axle and differential, at the front a beam axle and suspension parts. All the component parts are nicely machined and there is no skimping on materials. Starting from the front of the car, the body posts are machined from alloy rod. Perhaps, if anything it is just a little over zealous on machining, but better that way than the other I guess. Next in line comes the front axle. This is McAllister's own unique design and very neat it is as well. The way that

the beam is fitted to the car allows infinite caster angle adjustment. This is achieved by the beam being simply clamped into position, loosen the clamps and the circular beam can be rotated to alter the caster angle. At the ends of the beam are the steering arms which support the wheels. These can slide on the king pins, against coil springs which provide the front suspension movement. At the rear of the chassis

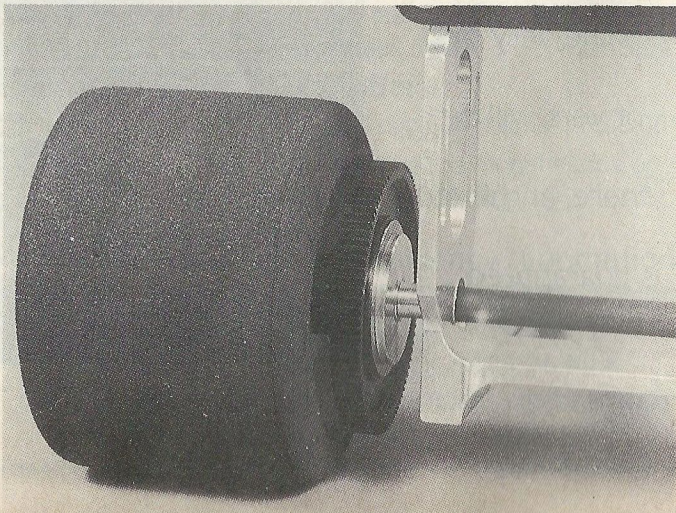
rear axle all of which runs on ball races. Wheels are held in

is the alloy motor pod mounted on a GRP flexing Tee bar. Movement of this Tee bar is controlled by a single friction damper and spring which is sandwiched between a triangular pillar on the chassis and a bracket on the motor Pod. The piston rod end of the shocker is glued in place, although this idea works okay and I have yet to see it fail, the idea of gluing parts together makes the purist in me feel a little uneasy.

The axle is graphite and nicely machined hub carriers adorn each end of the axle. The conventional ball diff is fitted to one end of the

place with hex headed screws. No body is provided in the kit although Savage Racing can provide an Andy's body to go with the kit. In addition some alternative body posts are supplied to suit that particular body. Which was just as well because "Les" of McAllister, (at least that what it said on the packing slip in the box), had

Final drive gear fitted to the rear axle on the MX Pro.



forgotten to put some body post parts in the bag. Tut, tut, if you are going to forget things better to stay anonymous I think, Les! Finally wheels and tyres can also be provided by Savage, as this, the basic kit even comes minus the wheels.

Building

The kit takes only a few minutes as there is virtually only a few things to put together. As with most of the flat pan racers around it is the final tweaking at the trackside that makes one car go better than the other. There is not all that much tweaking that can be done to this kit as it is relatively simple.

What is particularly good is the ease in which the caster angle can be altered without grief, what I am not so sure about is the apparent lack of adjustment at the back end.

So there it is. A well made,

uncomplicated, neat, uncontroversial design. In Pro 10 terms it is also good value for money but remember that you will need to buy a body, body mounting kit, wheels and tyres. Although there is very little to break, Savage tell me they are carrying full spares back up should drivers get just that little bit over enthusiastic and do some damage, no need to worry as bits are available from stock.

The basic kit is priced at £99.00 plus postage.

Wheels, tyres and body prices are available upon request.

Available from:

Savage Racing Products,
195 Badmington Road,
Coalpit Heath,
Bristol.
Phone 0454 772355.

Top; Mounting of the rear damper to the pod and chassis. Alloy rear pod is neatly machined. Chassis allows various cell positions.

