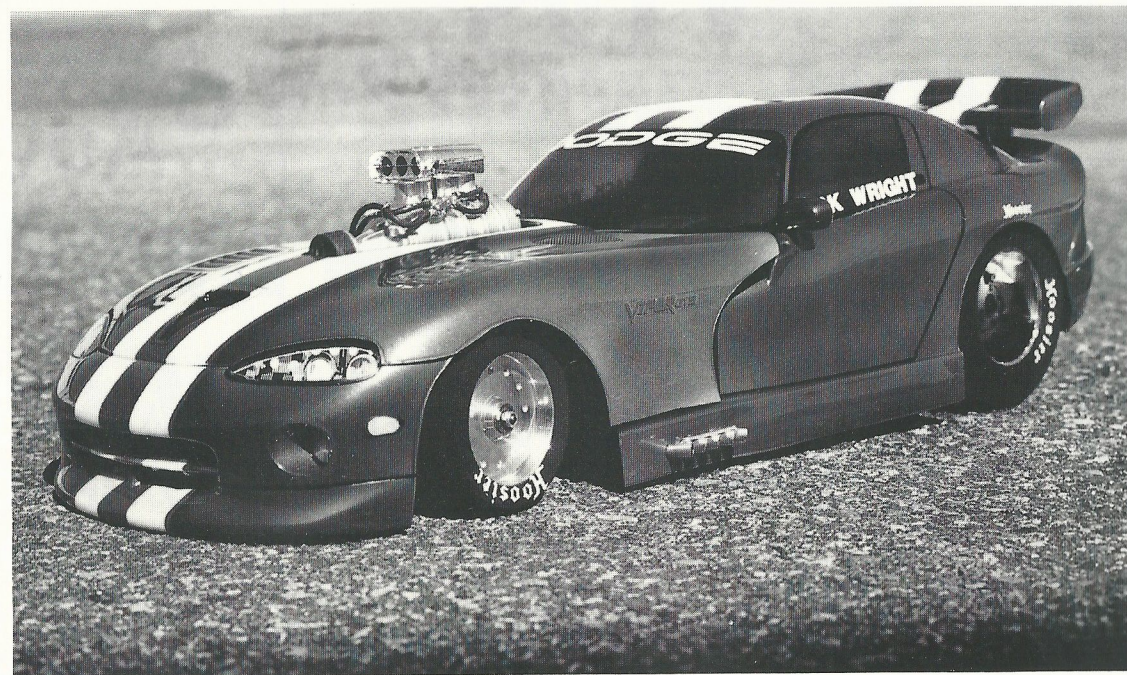


Parma's Chevy Pro Mod & Viper Good Times Kits

By Jack Wright



Sometimes it's just a great idea to step back and take a look at the kits that put the fun into R/C, I mean it's nice to build something just for fun without the stress of racing. Don't get me wrong I love racing, although there are times it can be a bit too much. The Good Times kit is what it's name says it is, *a good time*, both the Pro Mod and Viper share the basic good time's chassis. This

is the same chassis that was introduced many years ago on the Parma Sport Truck, and the same simple design holds true today.

The Pro Mod and Viper are just the ticket for all as both kits offer something for everyone, since both kits share the same chassis I felt it would be fun to review them together. I figure I'll build the Pro Mod according to the manual, and as for the Viper I thought it would

be a hoot to slightly modify the Viper a bit. If you call what I did slight as you can see from the photos, never fear I'll explain it all here.

CONSTRUCTION JUNCTION

The Parma Good Times chassis is simple to build, as a matter of fact it takes longer to paint the body, once again it's simple and sometimes that's a good thing.

First off we start with the rear motor pod assembly, this is probably the most complicated part of the assembly. The Good Times chassis uses a solid chassis plate where the rear pod and front axle simply bolt on to the chassis. The rear motor pod is as simple as they come. First step is to assemble the rear axle and diff assy, in this kit it isn't critical that the diff is perfectly smooth. Although I did use

Left: It's tough to decide who's the hottest looking ride between the Viper or the Chevy. This shot gives you a good look at the Dodge Viper and its great detail.

Bottom: The two chassis are basically simple and the same, with the exception of the Pro Mod's Lexan Chassis tray.

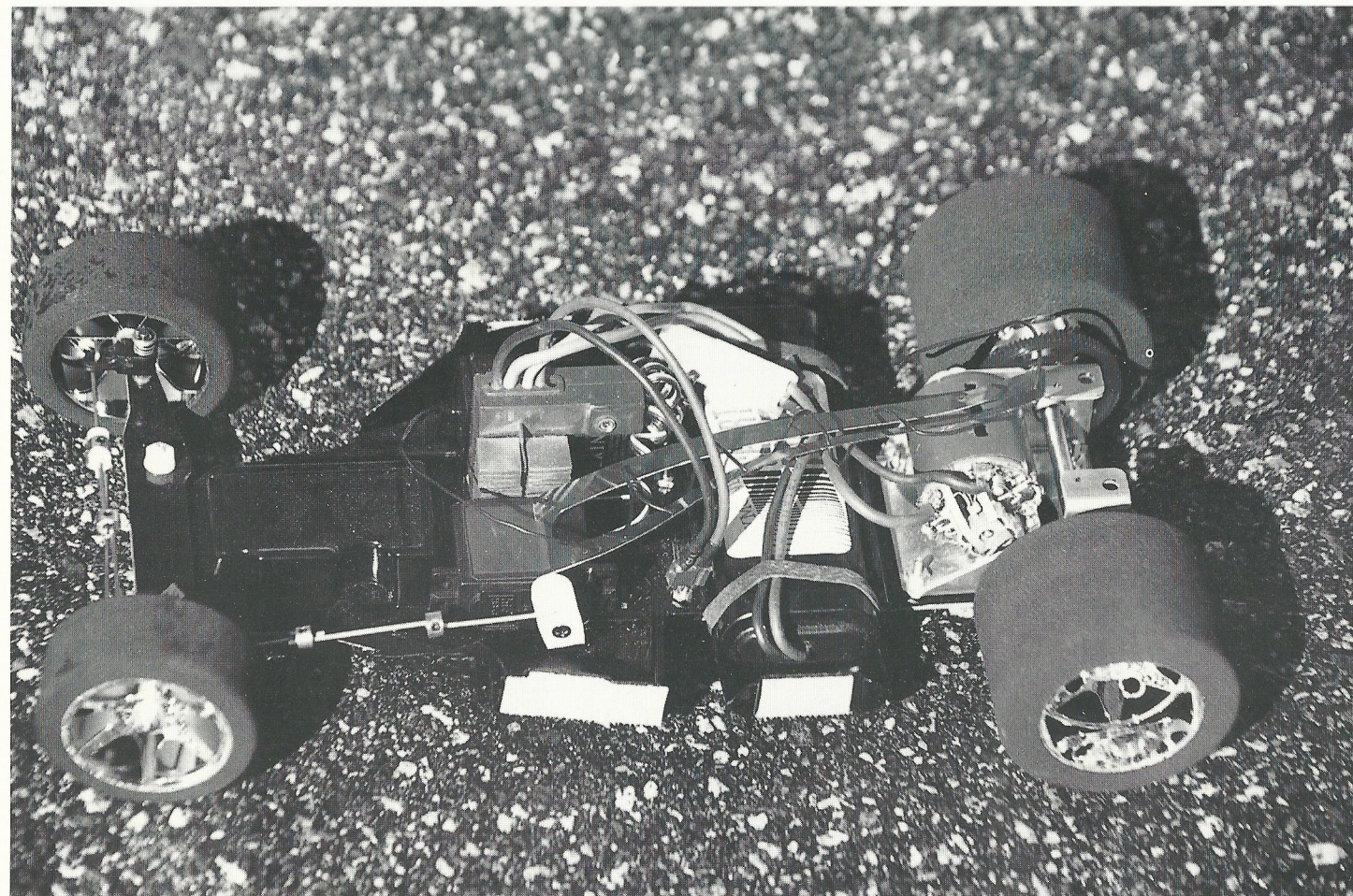
Associated's Stealth diff lube on the diff rings along with Power Surge's Smooth lube in the race where the spur gear rides on the axle.

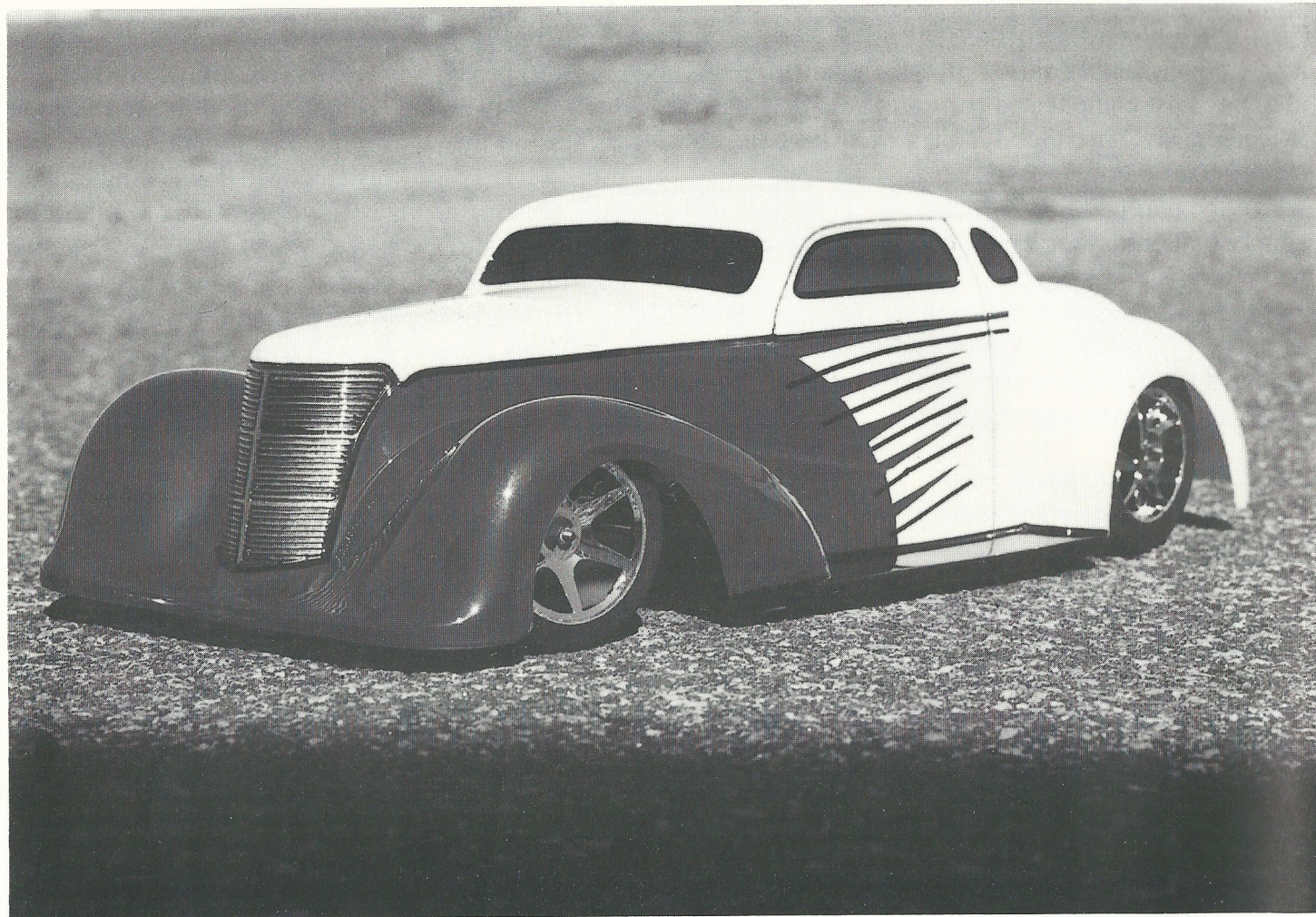
Next I installed the bushings into the pod followed by the axle, along with a few drops of Power Surge's Blue Magic Oil on the bushings to keep them smooth and free. Now here is where these kits go off in two different directions, as the Viper continues on with installing the front axle assy, battery tray and rear body mount tray. With the Pro Mod there will be a little paint work to do before moving on to the rest of the chassis, as the Pro Mod uses a Lexan tray to mount the body, radio gear and, of course, the trick engine that rests under the hood of the Pro Mod's

Bod.

MAJOR BODY WORK

Painting the Pro Mod is rather simple and mounting it is even easier, now the rear wing can be a bit of work but well worth it. But before you even think of painting the body finish the chassis, and to finish out the Pro Mod's chassis I used HiTec's new Lynx radio. The Lynx is a budget priced radio that forgot it was one, with features like dual rate steering, and a unique trim bypass switch. This is a great feature when you have the steering trim rate set to limit steering travel and the car gets in trouble you can press the bypass switch and you now have full lock to lock steering. Then let go of the button and the radio returns back the setting you had preset.





Here's a good look at the Chevy. Which do you think is the hottest looking machine?

Overall the Lynx is just the trick if your racing machine is on a budget, or in our case building a car just for fun. As for the rest of the electrics on board, the Pro Mod, was a quick raid of the parts shelf in my hobby room to see if there is life after the race for hand out motors. As for the Viper it would share the Lynx transmitter with the Pro Mod with a few odds and ends off the shelf to get it going. That's the beauty of the Good Times kit as you don't need the latest state of the art radio and ESC to have fun.

Once the chassis is assembled

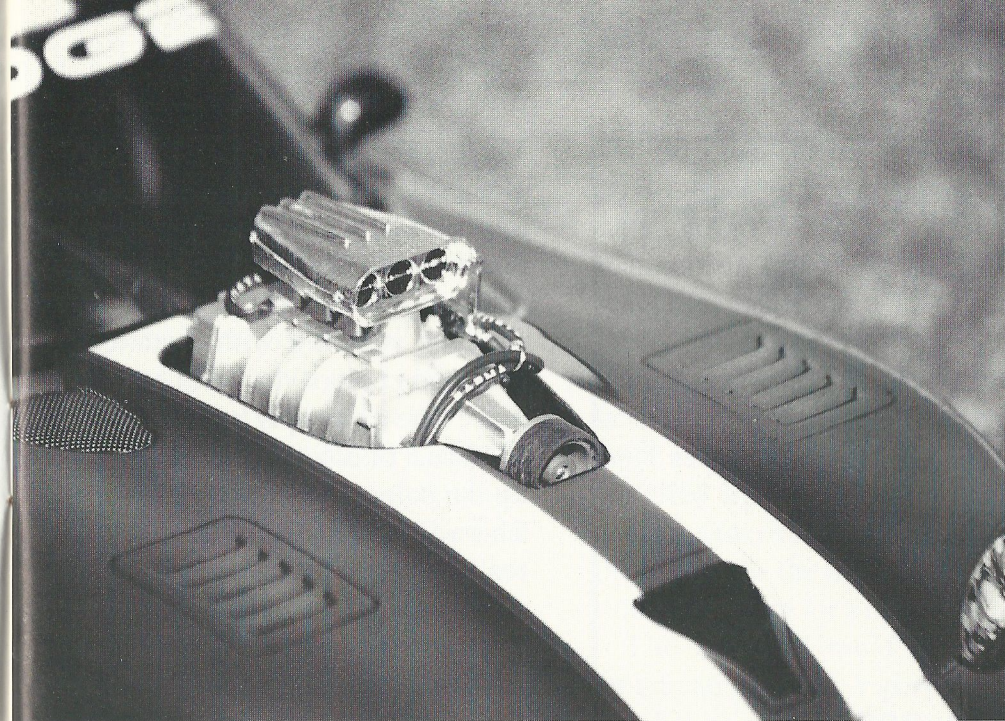
it's time to paint and trim the body, depending on whether you are working with the Pro Mod or the Viper. Starting with the Pro Mod detailed engine kit; here you can be as detailed as you like, but I do recommend completing the engine before you paint the body, as this will be necessary in order to find the center point in the hood for the cutout for the supercharger to come through. After you have the cutout handled the rest is just some masking and a splash of paint.

SOME FOLKS HAVE TOO MUCH TIME ON THEIR HANDS

The Pro Mod is a snap compared to the Viper but you can't beat the detail found in the Viper kit, but

as with anything I just cannot resist going overboard. The more I looked at the Viper all I could think of was how cool it would be if the Chevy Pro Mod could trade places with the Viper. And that got things rolling as I took the tires from the Viper kit and traded them with the Pro Mod, and that was the beginning of the Pro Mod Viper that's right Pro Mod Viper.

Before I could start on the transformation of the Viper I had to finish the Chevy. To give the Chevy a clean look I simply applied a cool street machine paint scheme I happened to see in Hot Rod magazine. I skipped the rear wing and engine kit as I have other plans for these parts later on the Viper,



Top: The supercharger really sets off the Viper, and makes for one wild looking ride. Middle: The detail in the Viper kit is what gave me the idea for the hop up. Parma really did a great job with molding the body in order to get the body to fit. Bottom: The attention to detail is clearly evident to the rear of this car as well.

tape and disassembled the bodywork, with the tape as a reference I masked out the stripe on the inside of the body. Before I applied the first coat of True Blue Metallic I happened to notice the real

with the Chevy finished up I can now focus on the modifications for the Viper.

The first step of prepping the body work for painting is the same whether you plan to build it by the book or go crazy as I plan to do, is to trim out the entire body. Yes that's right trim out the body. It is much easier to trim and test fit the bodywork before you paint it, as you won't run the risk of scratching the paint. Now you can use the supplied paint masks for the windows that is included in the kit, although for the detail that is in this body I chose not to use the decals for the body stripes. Instead I decided to paint the stripes.

SOMETIMES I CAN'T STOP MYSELF

In order to ensure the racing stripe would be uniform from front to rear I assembled the body with clear tape, once the body was together I used 1/2 inch masking on the outside of the body as a reference point for the actual masking on the inside later. Once I had the stripe laid out I removed the clear



MANUFACTURERS MENTIONED IN THIS ARTICLE

Parma International
13927 Progress Pkwy.
North Royalton, OH 44133

BoLink R/C Cars
420 Hosea Rd.
Lawrenceville, GA 30245

Power Surge Racing Products
5644 Shattalon Dr., Ste. 53
Winston Salem, NC 27105

Associated Electronics
3585 Cadillac Ave.
Costa Mesa, CA 92626

Drag Dynamics
1720 Twin Lake Dr.
Holly Springs, NC 27540

Viper GTS has a small red stripe along side the main stripe, so with a little 3M fine line tape that was taken care of and it was time to throw on some color.

When working with metallics and candy colors you will need to make sure you apply an even and solid coat of color, as well as back up the color with a coat of silver. This will give the paint depth and really make the color pop, the silver also prevents other colors from bleeding through the main color. After the paint was applied it was time to work on the details under the hood as the Viper features a molded replica V10 engine along with a tilt hood to show the detailed engine. I found it better to paint the inside of engine compartment black and hand paint the engine details like the valve covers and intake details.

Here's where the stock assy ends and the madness begins. After the body parts were painted I started with mounting the main body to the chassis. But first there will be some modifications in order to pull off the Pro Mod look, first off is the rear axle, as since I swapped the tires with the Pro Mod I needed more room under the fenders. Also I planned to race the Viper in IEDA Compton so I took this opportunity to lose the diff, to do this I picked up Drag Dynamics solid drag axle and drag drive hub. This set up creates a posi trac rear end with no diff to rob power, the spur gear simply mounts to the hub to create a solid drive, just the ticket for Drag racing.

Once I test fitted the axle to the main body I was set to move onto the front wheels, for the fronts I

used a set of old Fine Design aluminum narrow wheels shod with BoLink green rubber. Now if you cannot find a set of these wheels you can simply use the stock fronts, as they will work and look pretty good. But you cannot beat the look of the large Pro Mod wheels. To set them off I added a set of BoLink's Aero disk wheel cover decals to the centers of the Pro Mod wheels. As you can see in the photos how cool this looks, once I had the chassis complete it was time to finish the detailed Viper body and tricks.

BLOWN AWAY

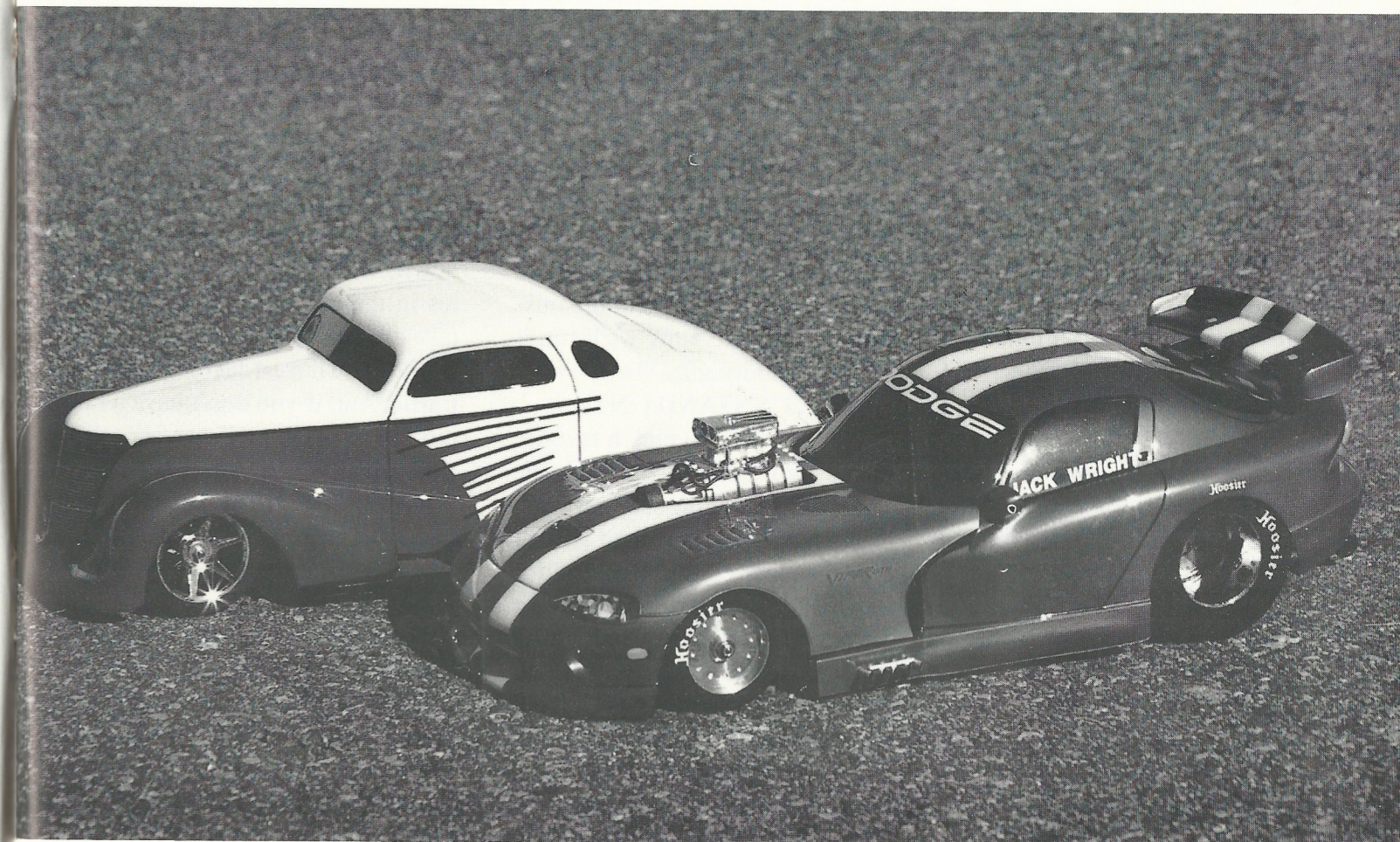
There is two ways to assemble the body parts; the first is to use the supplied servo tape to attach each section together. The second way and the one I opted for is to

use 3M's two-sided clear tape, this tape is much thinner than servo tape and allows for removal for realignment. This makes the job a whole lot easier and I'm for anything that makes the kit go together quicker and gives the car a better look. Before I assembled the front and rear sections, I took the supplied light detail decals and using the two-sided tape I installed the decals for the lights on the inside of the body for a cleaner look.

The last and most difficult modification on the Viper was the installation of the Supercharger on top of the V10 engine that's molded into the main body. At first I thought about replacing the molded motor with the plastic Parma engine from the Pro Mod. But after some thought I figured

it would be even more unique with a Blown V10. I mounted the Blower by using the intake that is in the kit and trimming it down to fit over the V10. Once I test fitted everything it was glued together and painted. As for the air scoop I opted to use the chrome scoop from the Parma Hemi kit, although the supplied Pro Mod scoop works just fine.

The finishing touch is to cut out the hood for the Blower to come through the flip front hood of the Viper, here is where you want to take your time as it is easier to cut out more lexan but you can't add it back on. As I mentioned before I left the hood off the main body, I did this so I could line up the hood over the Blower to mark where to cut. To start the cut out use a



sharpie marker to mark the area you want to cut out, next use a drill with a 1/4 inch drill bit and drill a hole in the center of the cut out. From there you can get a pair of curved Lexan scissors in there, and, from the center cut outward flowing the lines you made with the marker.

Carefully trim close to the lines and as you get a full opening test for the hood to get the proper clearance, once you have that, mount the hood as per the instructions. With that, open and close the hood to ensure that the hood doesn't hit the Blower, if it does just trim it until the hood clears. After that just Finish off the details like the side mirrors, fuel lines, and the two piece rear wing and just for the added touch I added a set of wheelie bars and a parachute for even more details.

The wheel bar is simply bent music wire and two small airplane tires, by bending the ends, so it will mount with the rear bolts that hold the pod to the chassis. As for the parachute you can find it through many body manufacturers like Parma. And that's it, the mission is complete, now we'll run it and see who it looks.

LET'S STAND ON IT

Well if I have to pick a favorite of the two I'll start off with the Viper's tire smoking road test, and that it was I quickly found as I set the Viper out on the blacktop for its maiden voyage. I nailed the throttle on the Parma 13 turn mod motor and the Viper jumped to life, and was a fishtailing wild ride but once the tires got a grip it was hang on time. But I quickly got a handle on the Viper and got things back under control as the last thing

I wanted to do was total this baby. I think once the car gets on to a clean drag strip with some track goo on the tires the Viper should run some great 2.75 times, just the ticket in Comp eliminator.

As for the Pro Mod I sort of toned it down to make more of a cruiser, but even with the stock motor on board the car still has some get up and go. Although the Pro Mod was built to have fun and lots of it, and that's the whole point of the R/C hobby is to have fun. And Parma has done just that with both the Viper and Chevy Pro Mod kits, along with all the other Good Times kits Parma has to offer. So just remember R/C isn't just about dyno's Turbothirty's and making the A main, sometimes its just about having fun!

OVERVIEW

Parma has done well with these kits, as they should, these cars are a lot of fun to build and run. Parma has kept the chassis simple and this simplicity allows you to use simple batteries and radio gear that keeps the overall cost of your ride down. With the detail in the bodies in the Good Times kit it does take a bit more time, but it's worth it when you have a car that can stop traffic. And if you don't have a radio for your Good Times car take a look at HiTec's Lynx besides its low price, the features can't be beat, as a matter of fact, the Lynx makes a great entry level racing radio for those just getting started.

So if you feel the need to build a scale racing machine to hit the Drag strip or just Cruz the streets. pick up a Parma Viper, Chevy Pro Mod, or any of the every popular Good Times kits and have some FUN!