



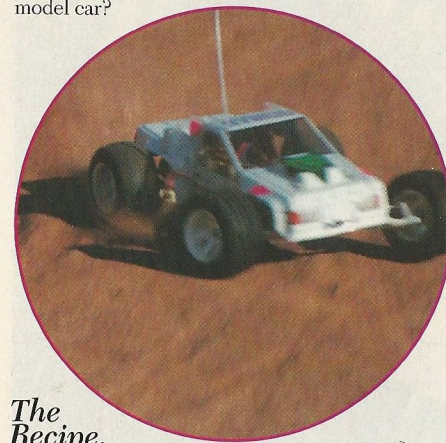
Yet another example of Hybrid Technology

TOP MODELS

Hybrid Stadium Truck



Hot on the heels of the Hybrid 2wd off-road car from TOP Models (reviewed in March 93 RRC), the design for the truck has followed the philosophy of using the best parts available from various manufacturers to come up with what is literally a 'Hybrid', as per the 2wd car. The truck is very similar to the Hybrid car, in that it features the same chassis and transmission, but has longer wishbones, truck wheels and tyres, and obviously a stadium truck bodysell! The beauty of designing a model around established components is that the reputation of the parts used will precede them. After all, if full size car manufacturers such as TVR choose to use motors from Rover and Ford, with gearboxes from one source and then brakes and suspension components from others, utilising the best parts available, in their eyes, for a particular job, then why not work upon the same principle for a model car?



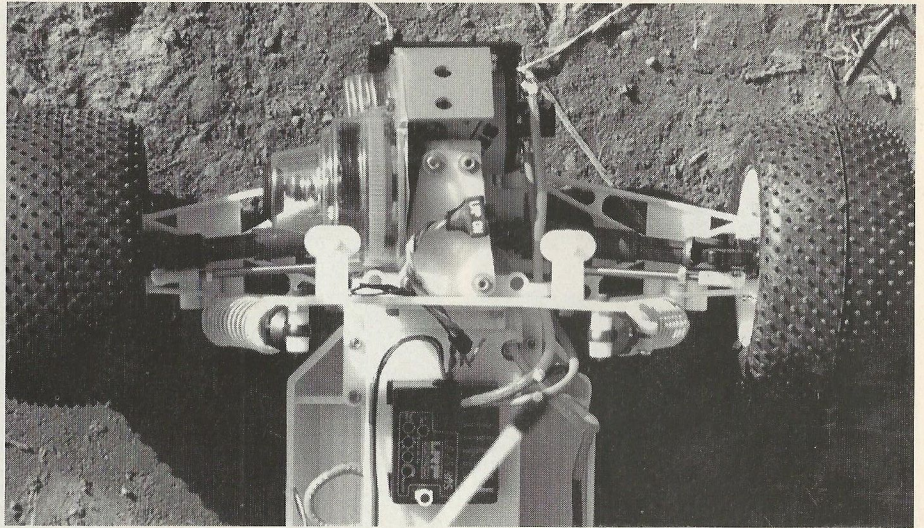
The Recipe.

The basis for the truck is the RPM moulded nylon chassis, supplied in white, but available in various colours. It is also dyeable with the normal dyes to suit your own personal taste. The bracing at the front makes the chassis especially rigid but, due to the material used for the chassis, it has the ability to absorb punishment without breaking or bending as GRP or aluminium would. The transmission is the famous Associated Stealth gearbox, as used to win the last two World Championships, the difference on this example is



that it was fitted with the Losi Hydra-Drive, now available to suit the Associated Stealth gearbox. The Hydra-Drive isn't a standard fitment with the Hybrid truck, but is an optional extra which I can heartily recommend, having given the truck the type of test drive at the local BMX track that would have shown up any shortcomings in the transmission dept within a few yards!

The wishbones at the front will be easily recognisable to most as being those from the RC10T, the shocks are the world leading, hard anodised items from Traxxas, and the attractive wheels are the 5 spoke HPI beauties, this time in white but available in some nice fluorescent colours plus chrome and gold! The truck supplied for review had Losi green medium springs mounted on the shocks, with Team Losi also being the company looked to for the tyres. The steering bellcrank assembly is fully ballraced, as would be expected in a top of the range model such as this and, while on the subject of steering, Tecnaecraft titanium turnbuckles are renowned for their high quality, so it isn't surprising that these are used, not only to adjust the tracking and geometry, but to keep things just as they were set. The circlips seen in the photographs are non standard items that have to be fitted and removed with circlip pliers, but are virtually impossible to knock off, unlike conventional E clips.



The rear end also utilises RC10T wishbones and Traxxas shocks, this time with Losi pink soft springs, hung from an RPM RC10T truck bulkhead. The rear uprights are from the Losi truck, as are indeed the slider driveshafts.

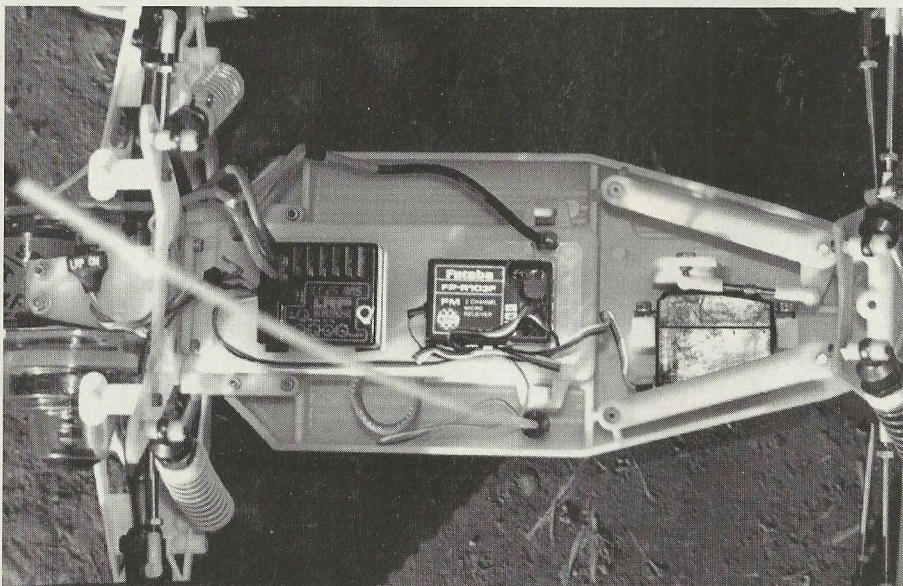
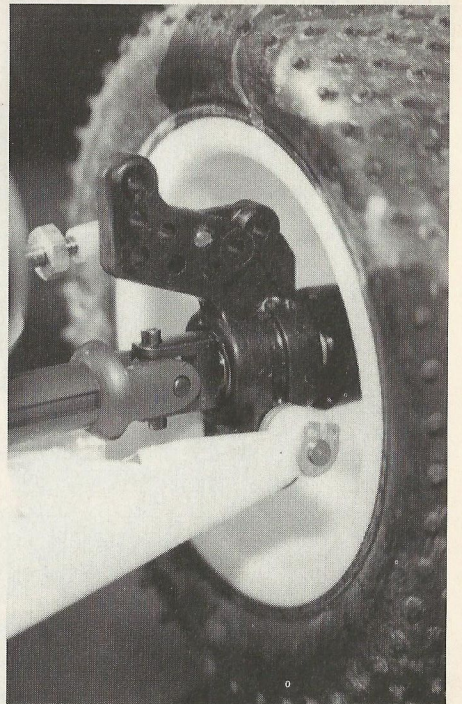
As with the Hybrid 2wd car, the truck looks very smart, the very low and mean looking bodyshell adds to the effect. The big question is, does it go as well as it looks? The equipment used to get the truck up and running was a Futaba 9302 servo, a Futaba 40mhz receiver and an LRP Le 25 AMS speedo, in conjunction with both GaleForce Sanyo1700 SCRC and Fabiix Yuasa 1700 SCKR cells. All my cells are made up in saddle packs to suit my circuit cars, and all have Corally connectors fitted, so the tray that retains the cells and provides the mounting for the radio had to have two holes made in it to allow access to the connectors.

The Track Test.

The test track was Malvern BMX track, the earth was hard packed and the jumps were enormous, with gravel in all the wrong places. Just the job! The motive power was amply supplied by a Cobra Pro Series 13 triple, geared at 12.65/1, more than enough power for the track conditions. Having tested another car at the same place, I was well aware of the jumps and the effect they had on a 1/10 scale car, so the poor truck was given what could be called a thorough testing! The balance in the air was fine, although

the distance covered whilst flying from the highest jumps meant that ailerons and elevators would have come in very handy! The truck was very neutral in the handling department, with a good feeling of security at all times, the truck being able to cope with being landed at all sorts of angles without upset, the Hydra-Drive coming into its own while the truck was being subjected to such treatment. This stability lead to some very late braking, with the turn in characteristics still being pin-sharp, this being put to good use at my favourite section of the track, an open hairpin with a fast approach and exit combined with jumps, the ground rock hard with a light covering of gravel. I had so much fun with the truck here, that I got through 2 packs of cells effectively driving just the one corner!

This type of car is hugely popular in the U.S.A.



but, as yet, they haven't taken off in the U.K. to such an extent. If you want to be in with a chance at any of the truck meetings planned for this year, then the TOP Models Hybrid Truck, making good use of the 'parts with a pedigree' from some of the World's best cars/trucks, could well be a good choice. Produced by, and available from:- T.O.P.Models, P.O. Box 888, Mold, Clwyd. CH7 4XB. Tel:- 0352-757788.