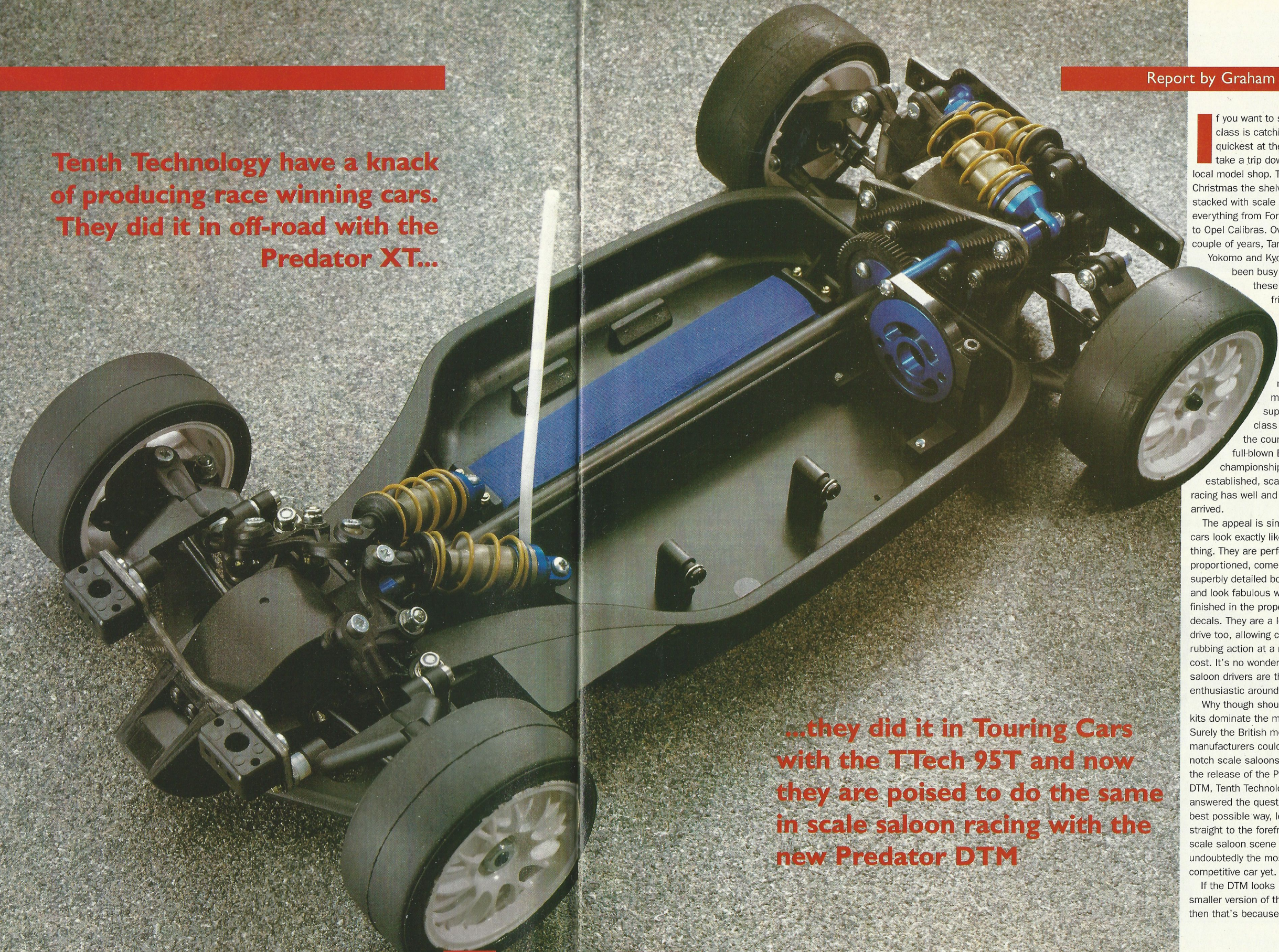


**Tenth Technology have a knack of producing race winning cars. They did it in off-road with the Predator XT...**



**...they did it in Touring Cars with the TTech 95T and now they are poised to do the same in scale saloon racing with the new Predator DTM**

Report by Graham Creasey

If you want to see which class is catching on quickest at the moment, take a trip down to your local model shop. This Christmas the shelves are stacked with scale saloon cars, everything from Ford Mondeos to Opel Calibras. Over the last couple of years, Tamiya, Yokomo and Kyosho have been busy releasing these kits at a frightening rate and the impetus has been growing. Now, with more and more clubs supporting the class throughout the country and a full-blown BRCA championship established, scale saloon racing has well and truly arrived.

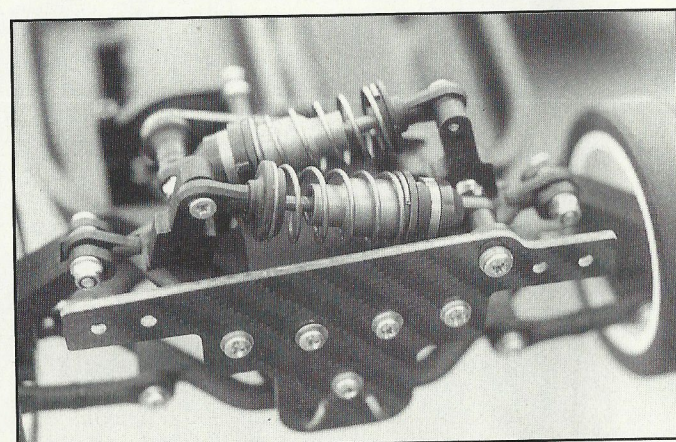
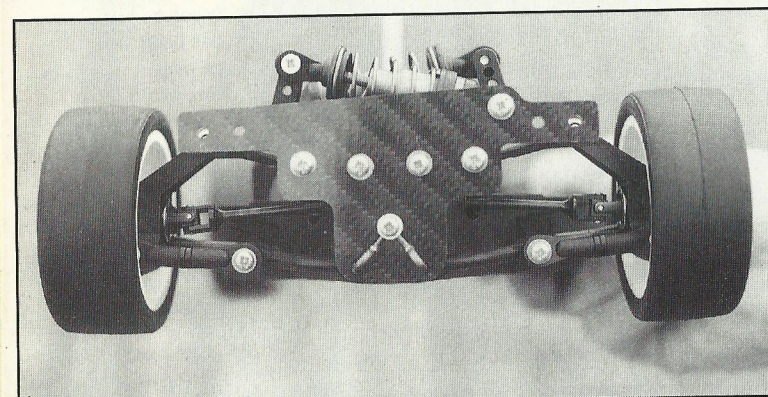
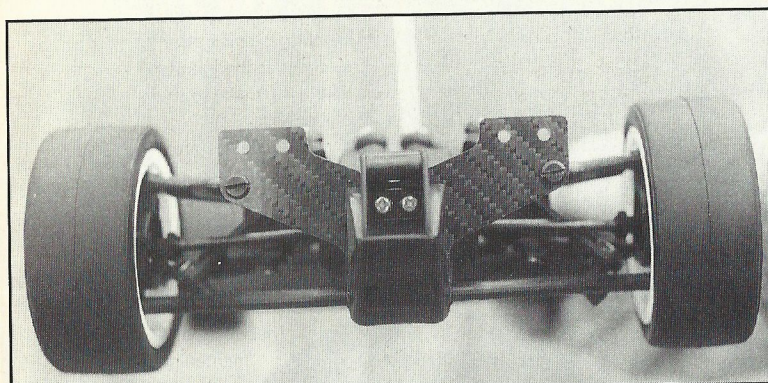
The appeal is simple. The cars look exactly like the real thing. They are perfectly proportioned, come with superbly detailed bodyshells and look fabulous when finished in the proper scale decals. They are a lot of fun to drive too, allowing close, door-rubbing action at a reasonable cost. It's no wonder scale saloon drivers are the most enthusiastic around.

Why though should Japanese kits dominate the market? Surely the British model car manufacturers could make top-notch scale saloons too? With the release of the Predator DTM, Tenth Technology has answered the question in the best possible way, leaping straight to the forefront of the scale saloon scene with what is undoubtedly the most competitive car yet.

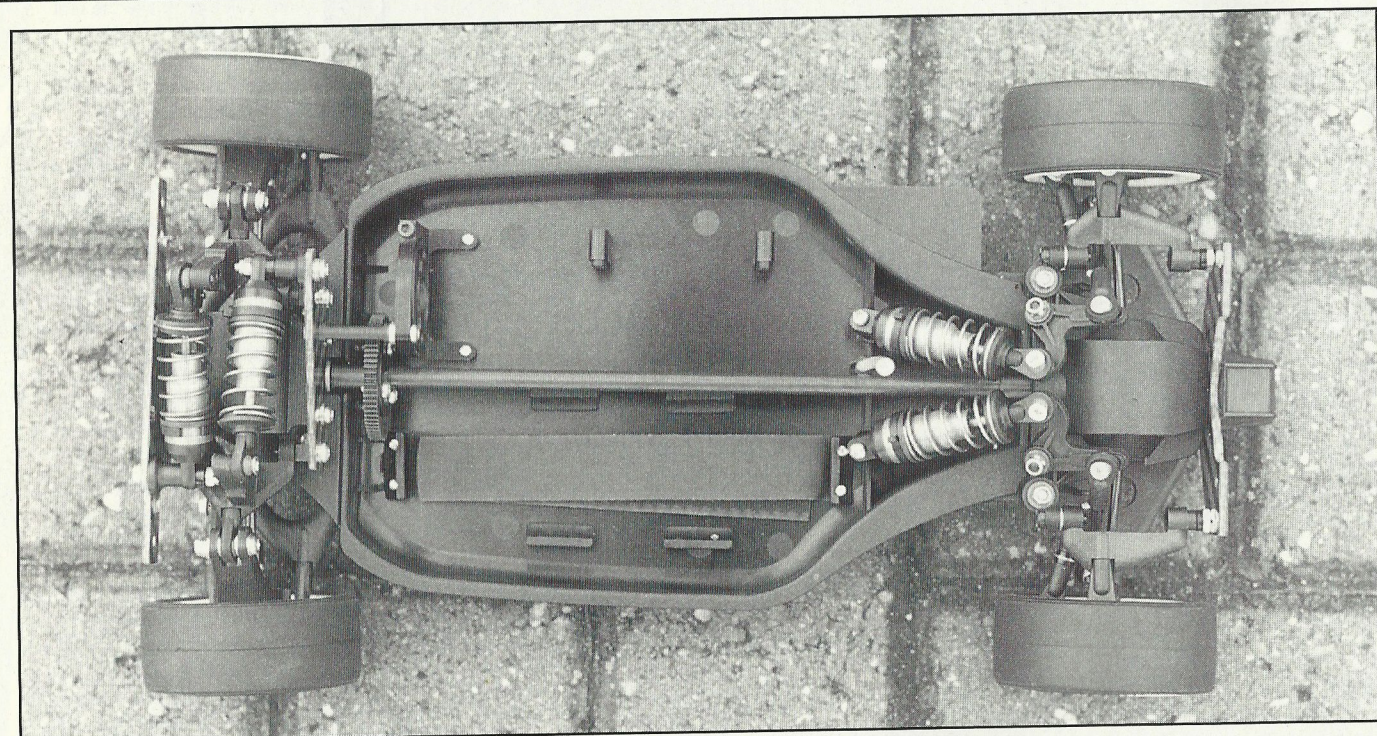
If the DTM looks like a smaller version of the Predator, then that's because essentially,

# Road Racer





Above left; Front end view of the neat Predator DTM. Left; Rear of the car showing rear wishbone suspension pins. Above; Twin rear shock set-up is impressive and works very smoothly. Below; Chassis layout is neat and tidy but tight on space.



that's exactly what it is. The 'wide' car that won the European Touring Car Challenge has been shortened and narrowed to fit the scale saloon dimensions, but it retains all of the qualities that have earned it such a devastating reputation on the track. There have been no compromises. The super-efficient shaft-drive, the neat in-board shockers, the solid

tub chassis; the hallmarks of the Predator are there for all to see.

Thanks to a packed racing programme and the efforts of an impressive line-up of star drivers, Tenth Technology has refined the Predator immensely over the last year. If something proved difficult to maintain, they simplified it, when something broke, they strengthened

it. The result is a vastly improved car and the good news for scale saloon racers is that all of these changes have found their way into the new DTM kit.

The chassis has undergone the most obvious transformation. The graphite chassis from the original Predator has gone, to be replaced with a one-piece moulded plastic

affair that is exceptionally rigid. The front and rear gearbox cases are now an integral part of the chassis which ensures the drive-train is held in perfect alignment and also greatly simplifies the construction phase. Indeed, while building the old Predator always required a degree of skill, construction of the new DTM car is an absolute breeze.

It now assembles very much like a Japanese kit, with each part slotting easily into place, helped by a set of very clear and concise instructions.

The transmission has been improved immensely from the original car through the use of some superb new moulded gears. These have a completely new toothform that enables a much smoother mesh, giving a quieter and more efficient drive-train. The new gears are very tough too; in practice, Tenth Technology haven't been able to strip a single gear. The propshaft assembles with the minimum of fuss, and once the factory assembled differentials have been dropped into the chassis, the drive-train is complete.

At the rear of the car, the toe-links have been simplified through the use of some new balljoints. Now there is no messing about measuring the links to set them the same, you simply screw on the two balljoints until they touch and the job is done. With the rear uprights built, it is time to tackle the dampers, which are the same high quality units found on the bigger Touring cars. Take your time when building these and follow the instructions carefully, as smooth shock-absorber movement is essential if you are to end up with a well handling car.

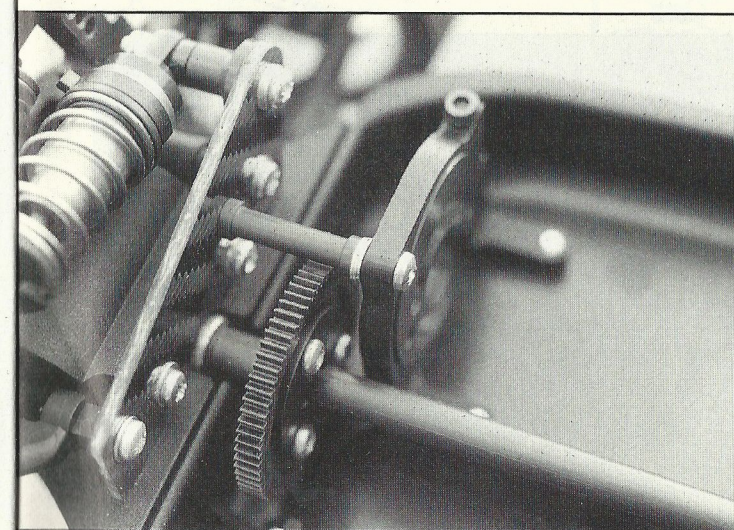
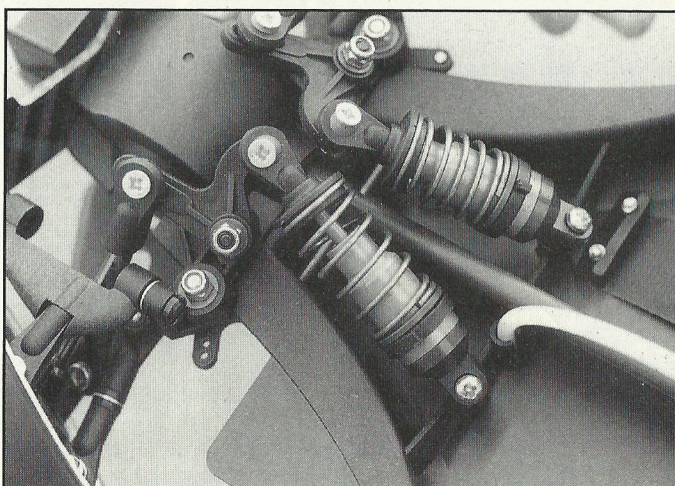
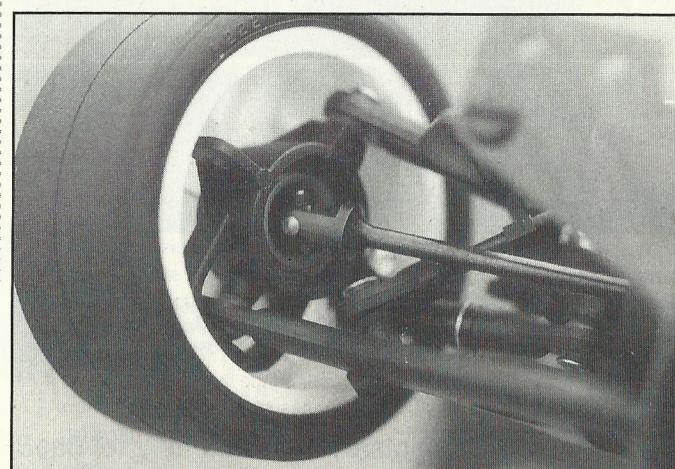
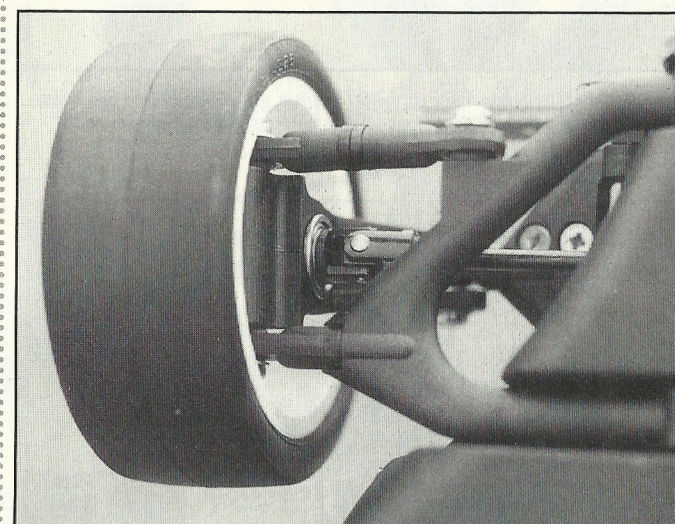
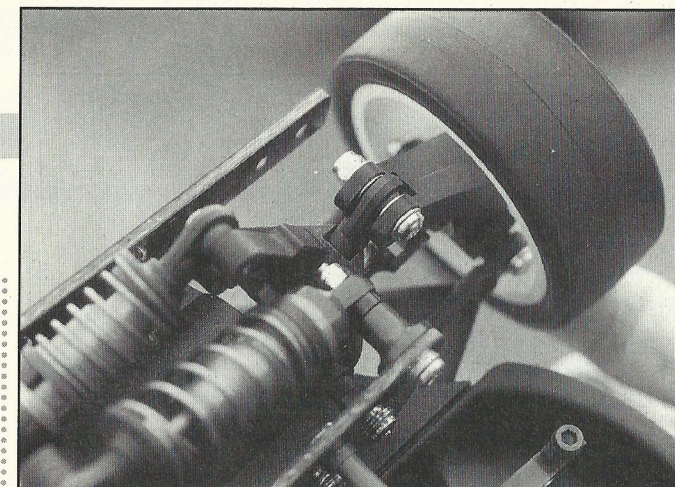
The front end of the car is just as easy to put together. It isn't

ballraced like the 'wide' Predator, but is otherwise identical, giving an exceptionally sharp steering response. In fact, a set of ballraces is the only thing you will probably want to buy to improve the car, as the DTM kit comes supplied with moulded bushes throughout. With a medium thickness plastic C-clip fitted to each damper, the DTM's ride height is perfect both front and rear. The chassis sits low and flat, moving the centre of gravity of the car as close as possible to the track.

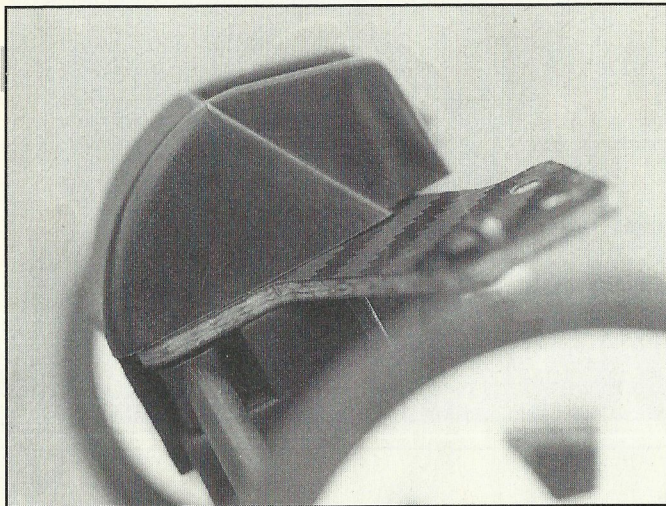
When complete, it's almost a shame to have to fit the radio gear into the DTM. As a rolling chassis it looks gorgeous, a real purposeful racing machine. Squeezing the electrics in isn't too much of a problem. The stick-pack cells go one side, secured by velcro straps, while the motor clamps into place using Tenth Technology's neat rotating mount. Posts for the servo are already provided and, once secured, the speed-controller sits on top of it. This just leaves the receiver and .... oh dear, you've run out of room! Fear not though, for this is where the plastic ledge that juts out from the chassis comes into play. Stick the receiver on this and the radio installation is complete. Time now to fit the bodyshell.

The DTM is available with either a 'Martini Racing' Alfa-Romeo 155 or 'Joest Racing' Opel Calibra

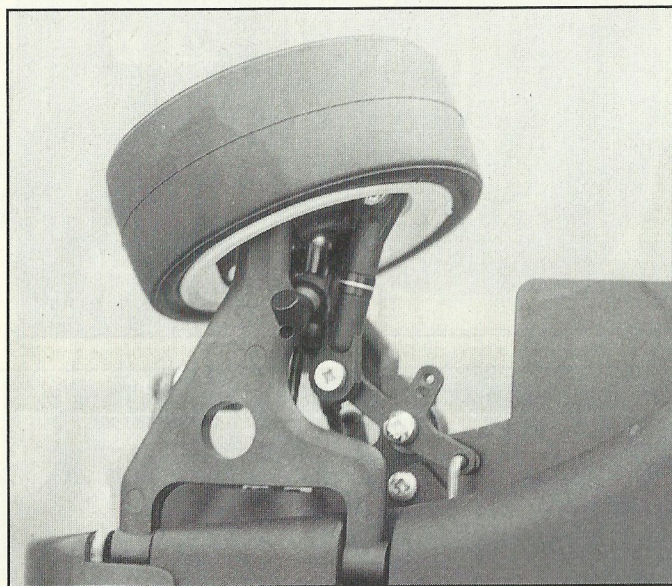
More details on the neatly made Predator DTM including; Rear toe-in adjustment, steel UJ driveshafts, motor mount and rear gear and front suspension set-up and steering links.







Above; Detail - the front bumper on the DTM car is beautifully profiled and neatly ends the front of the car. Below; Front suspension arms are smoothly finished. Bottom; Low 'C of G' due to low-slung design.



bodyshell, both of which are excellently moulded. Detailed decal sheets are included in the kit, so you only need to spray the shell with white paint and apply the stickers to end up with a very smart looking scale car that will

look just as good sitting on your side-board as it does on the track. A particularly neat addition is the separate rear wing, which might look a little familiar to some as it comes straight from the front of the off-road Predator. The wing

mounting post moulded into the bodyshell makes it fairly easy to adjust the angle the wing is held at, which should allow you to experiment slightly with the aerodynamics of the car should you feel inclined to do so.

#### On the track

Traction rolling has always been the bugbear of scale saloon racing, particularly when racing with 'hairy' modified motors. When the grip is high, some of the cars exhibit a tendency to flip over on entry to a corner, requiring an inspired choice of tyres or some very careful driving to keep four wheels on the tarmac. There are no such problems with the Predator DTM though. While other scale saloons pick up wheels, the DTM stays firmly planted, even when equipped with the hottest modified motor and a set of the grippiest added foam tyres.

As you would expect from a short, narrow car, the handling is much more twitchy than with a wide Touring Car, so you can't chuck the DTM into the corners like you might do with a Predator TTech 95T. Once you have adapted to the scale saloon technique of driving smoothly, easing off the throttle for the corners and clipping the apexes, you will be amazed at the lap times you can set though. Driving the DTM is a lot of fun, not just because of its excellent handling, but also because of its sheer speed. The car is lighter than a wide Touring Car and yet still uses the same motors and cells. The result? Ballistic

acceleration and incredible top speeds; the ingredients needed for some serious circuit action.

A by-product of the need to drive smoothly and the DTM's super-efficient transmission, is incredible battery duration. Run times of up to eight minutes are not uncommon, so for five minute races you certainly don't need to use mega cells to go well. This makes scale saloon racing a very cost effective formula, particularly if you decide to stick with the long-life moulded rubber tyres rather than fit quick wearing foams.

There's no doubt about it, right now the Predator DTM is the best scale saloon car on the market. It looks the business, handles like a dream and is set to win a lot of races. If you've been trying to decide what to drive in the New Year and want to bring some real fun back into your racing at the same time, then look no further. Go scale saloon racing with the DTM and make the most of its unfair advantage. It's a real winner!

#### 1995/96 BRCA Scale Saloon Nationals

Nov 26th - Wrexham  
 Dec 10th - West London  
 Jan 14th - Ashby  
 Feb 11th - Bedworth  
 Mar 10th - Aldershot  
 Mar 31st - Stafford

Entry forms are available from Mike Haswell, 36 Ashford Avenue, Hayes, Middlesex, UB4 0LZ. Don't forget to include a SAE!

