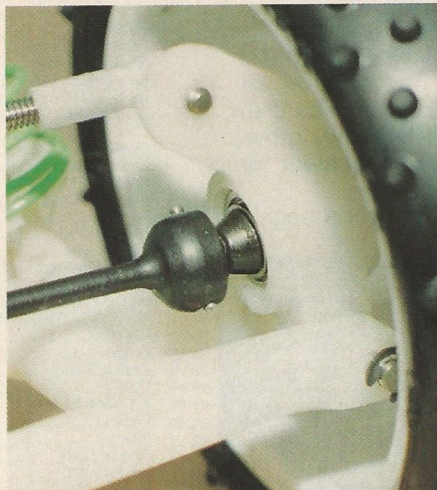
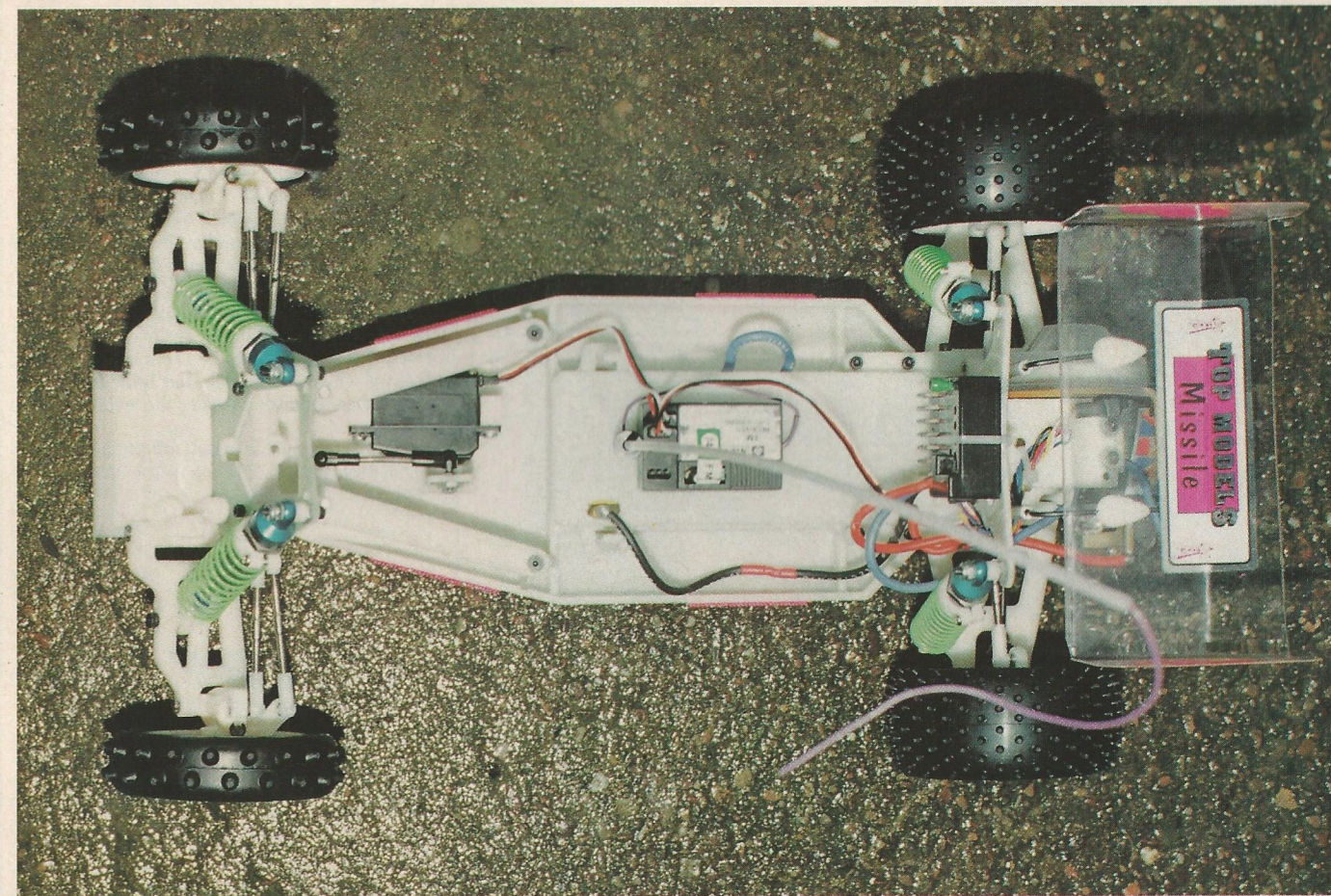


Brian Stacey, the supremo at Top Models has done something that I dare say many manufacturers would love to do, this being to look at the world's best off-road cars, choose their best feature, then incorporate them into one high quality machine that utilises parts that are second to none, with a proven record of reliability. The end result of a great deal of thought is the Hybrid. Now, if you wanted to be unkind, then the car could be called the Heinz 57 or 'the kit car', but the fact remains that the concept is very good and should result in a good car. So, having outlined the idea, what does the TOP Hybrid consist of and how does it all match together?

The Stealth gearbox, produced by Associated, has for many been the ideal upon which to base a design. It provided the transmission for the last 2 World championship winning cars for Masami Hirosaka so can safely be regarded as 'the' choice for a good reliable base upon which to build a car



Top Models' HYBRID



around. With the Losi Hydra-drive now available to fit the Stealth box as an option, a really top quality train is yours for the asking.

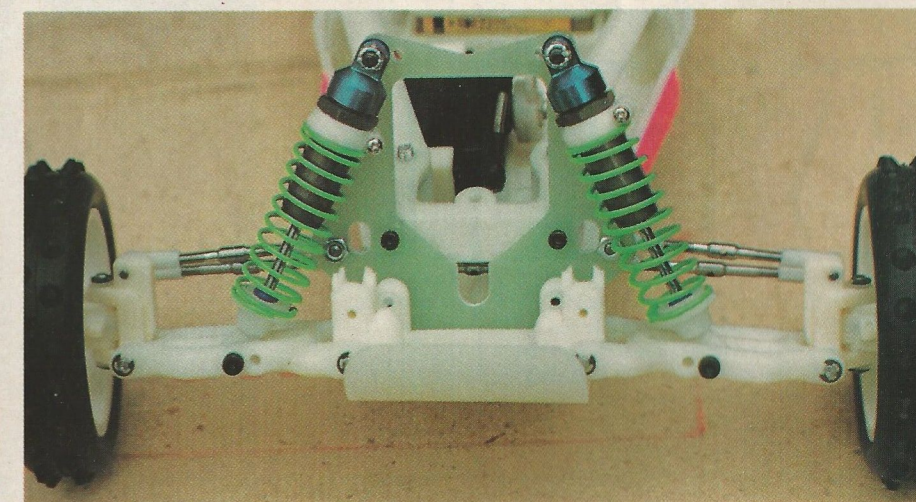
The universal joint driveshafts are from MIP, and are unique in that the actual joint is shielded, which should add to the life expectancy of these particularly well made shafts. They look very nice too, nice one Eustace!

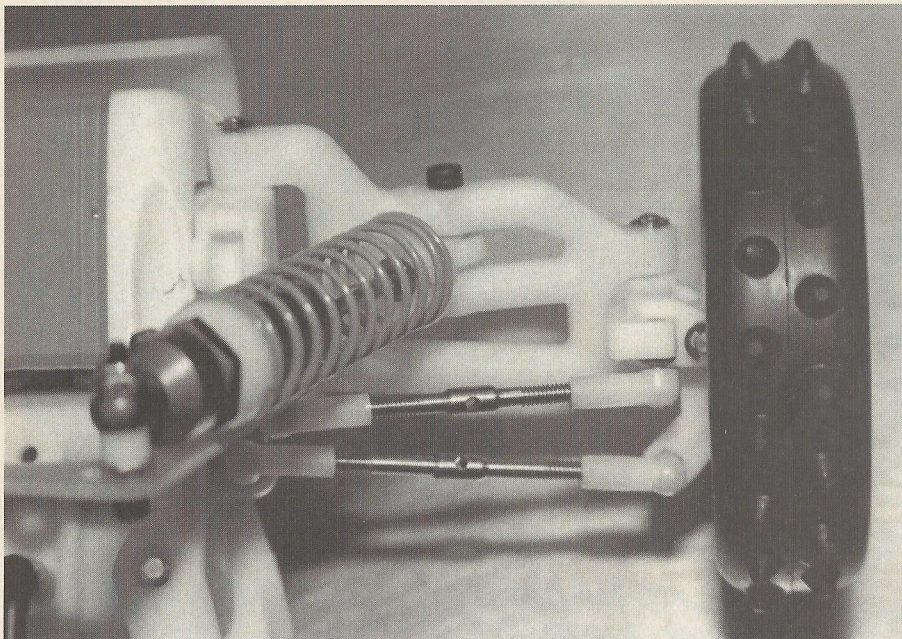
Moving forward, the chassis and rear bulkhead are from RPM. The chassis is moulded from a very stiff and resilient nylon as are all their parts. The cells are contained within a tray, the top of which is retained by a clip either side. The tray can provide the mounting for the Speedo and Rx if so desired. The ballraced steering arms are supported at the top by a brace,

again moulded in the chassis material. This set up results in an extremely rigid chassis without a hint of flexing apparent. This should result in an 'unbreakable' chassis and very strong unbendable

TOP INTERNATIONAL MEGAMIX

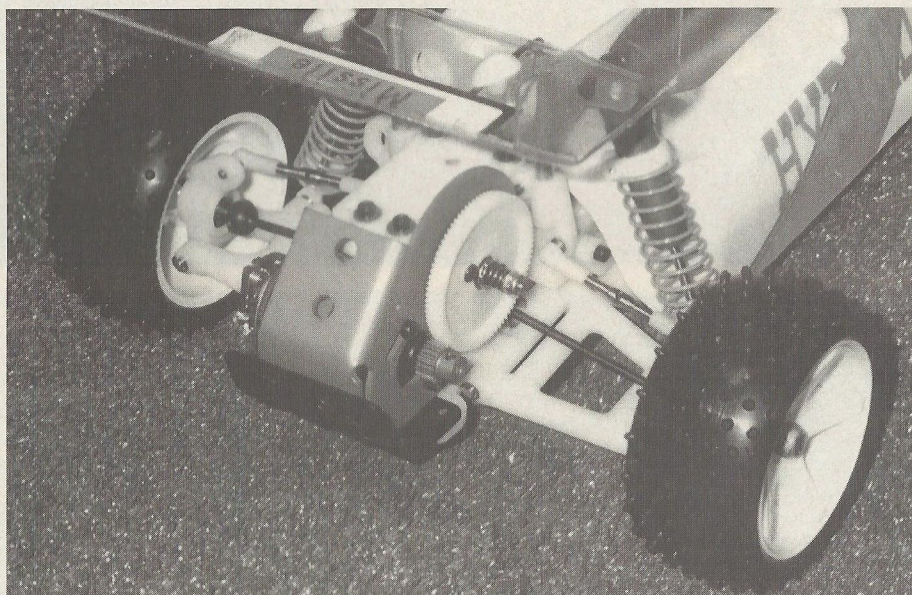
steering set up. The chassis is available in a range of colours, but can be dyed to suit individual tastes, as can all the nylon parts in the kit.





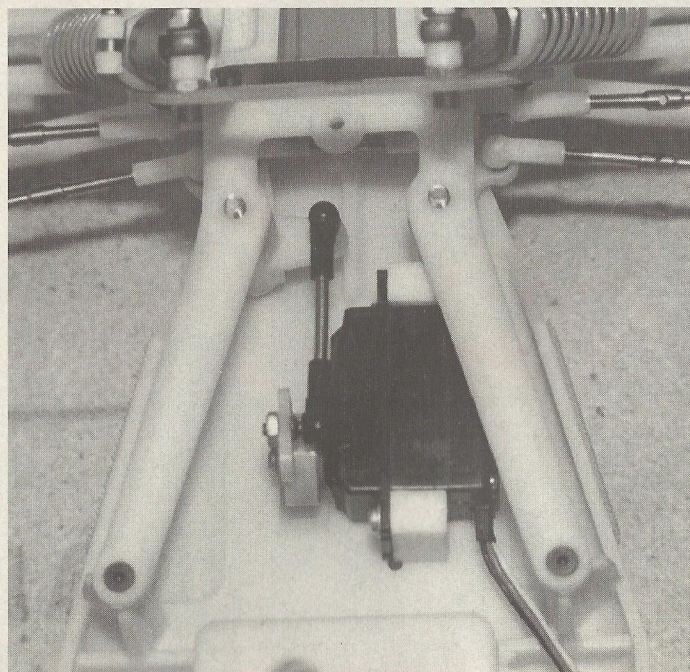
bits and pieces, they could never be more mistaken! All the parts go together to create what is basically a new car, that looks as if it was created as a whole, rather than designed around the parts fitted to it. The shell is unique to TOP Models — something had to be! Full marks to TOP for producing the Hybrid, a few manufacturers have tried similar ideas, or at least their sponsored drivers, which has resulted in a few smacked wrists! The car has proved itself in competition recently, Mark Stanley winning the recent Ellesmere Port Regional by ten seconds or so against a class field of drivers, using TOP SCRC's and a Cobra 12 single, again available from TOP. If a 'top' quality 2WD car is your aim, and one which has all the right bits fitted as standard, then seriously consider the Hybrid. Very nice!

Produced and available from TOP Models, P.O. Box 888, Mold, Clwyd. CH7 4XB. Tel: 0352-757788.



The front and rear suspension arms are as supplied in the RPM 'Worlds' conversion kit, so represent a near ideal for the bumpy track. These are really chunky, and hopefully should be man enough for the roughest track that can be thrown at them, or vice versa!

To make the best use of the suspension geometry and long arms, Brian has chosen Traxxas shocks, as since the spectacular debut in Detroit, they have built up an awesome reputation for effective, smooth operation, not to mention high quality. To complement the shocks go Losi springs, green (medium) springs being



Top Models' HYBRID

supplied with the review kit. The turnbuckles are of high quality, and are again nicely made and finished, again lending a touch of real class to the whole ensemble. The wheels are from HPI, and are 2.2" dia, fitted with Schumacher tyres, again regarded as some of the best!

If describing the car to somebody they got the idea that the whole thing was a hotch potch of