

TRAXXAS HAWK

RCMC gave the Traxxas Hawk to a complete beginner to see just how easy it went together! Lee Boulden was the victim...

As a beginner, I was immediately impressed with the packaging of this new kit from Traxxas. All the different parts and components were placed into sections and packed separately into plastic bags.



This is a very good idea for beginners, not the least because it prevents you from being completely phased by confronting the size and complexity of parts in one hit.

Perfectly Clear

Even though the Hawk is a large and impressive vehicle – and appears to be quite a daunting task for someone with no experience of model building – the manual is a triumph of clear and concise instructions. Although some of the pictures were a little dark in places, obscuring arrow heads pointing to some important detail, the accompanying text soon cleared up any problems. At the bottom of each page, there were pictures and diagrams of screws and other small parts for easy reference,

as well as a measuring bar to help you find the right size screws. Full marks to Traxxas for a really comprehensive and easy-to-follow instruction manual that took the sting out of this beginner's first attempt at a model of this size.

Straight Forward

The model itself was straight forward to build and, surprisingly, no major problems were encountered, even for me. The one piece polymer resin chassis impressed me with its size, sturdiness and strength. One got the distinct impression that this was going to be a real heavyweight.

Building the fully independent suspension, at both front and rear was the only part of the kit where I had to survey the parts,

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glance at the manual – and take deep breath. But, like a lot of things in life, it turned out to be nowhere near as difficult as I thought. The oil-filled shock absorber units were impressively realistic and although there were a few tricky phases with tiny plastic and rubber rings, E-clips and tweezers, the manual was always ready to come to the rescue.

Fitting the two turnbuckles to the suspension arm rods also proved to be a little tricky. Tightening and adjusting to the right length took a little while and I suspect that this would be a

much easier job for an experienced builder. The spring height of both sets of suspension is adjustable as are the tyre camber. You can even adjust the dampening function by using different pistons and oils of varying viscosity.

Easy Peasy

Surprisingly for me, the motor, gears and track rods all went together completely painlessly, thanks to the excellent manual.

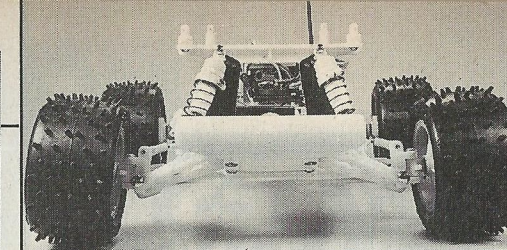
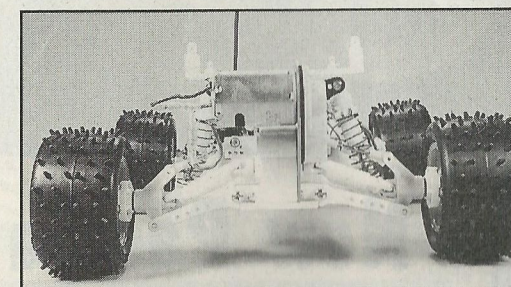
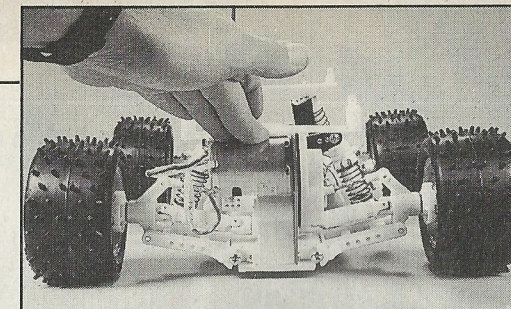
Can't complain about the electrics either. The Hawk chassis accommodated all the components comfortably and

without a murmur – and no forcing necessary.

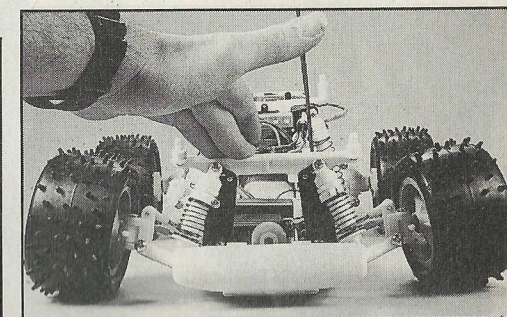
Throughout the entire exercise, the strength and robustness of the various parts was very impressive indeed. One got the feeling that when Hawk was completed, it was going to take a great deal to damage it. The lightweight body shell gave me a few tricky moments as I cut the holes to mount the shell onto the chassis and this was the only time when I came close to thinking that as a beginner, I was out of my depth. I was terrified of finally spoiling the model I had spent so many loving hours on.

Spray Time

Fortunately, all went well. I had an experienced model builder acquaintance paint



Oil filled damper units gave the Hawk lots of bump riding suspension travel.



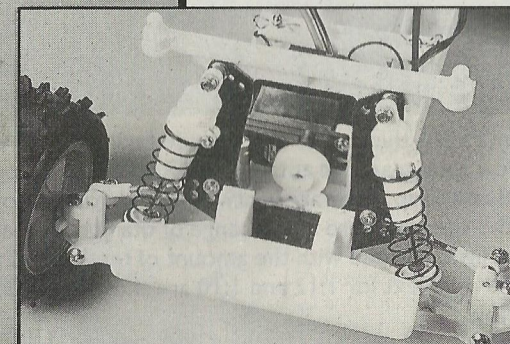
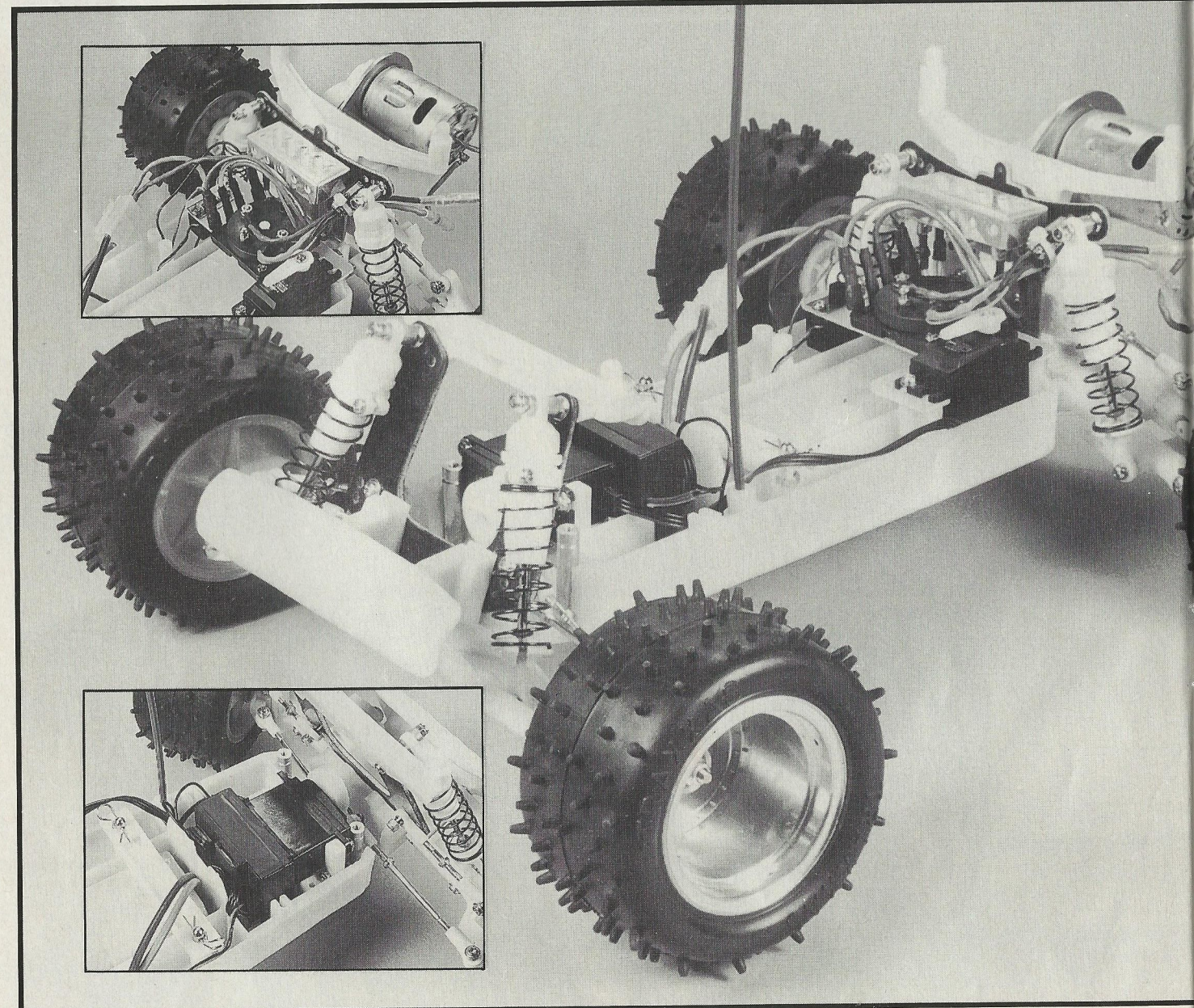
the shell for me as this would definitely have been beyond me. How far beyond me was emphasised when Hawk's body shell duly arrived

sporting a magnificent dark blue and black livery in metallic paint (much like the picture of Hawk on the packaging) together with all the decals applied accurately. I was delighted with this and suddenly Hawk looked like it was ready to do something special.

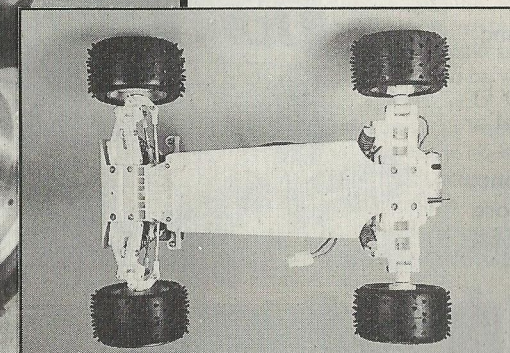
Traxxas deserve full marks for this really frosty-looking racing truck. The quality and

sturdiness of the model is very impressive and the manual is absolutely faultless. TRX Racing and Performance extras are available for the real racing enthusiasts but I'll be quite happy to see my Hawk career over the common for the time being. I know I'm going to get some envious looks.

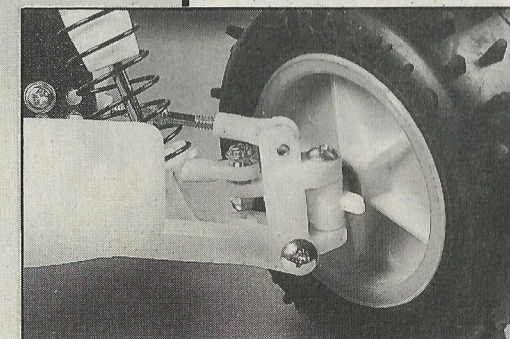
Traxxas cars are available from your local model shop.



Steering rods are taken directly from the servo saver.



Underside shows the flush plastic moulding that forms the chassis.



WIN! A TRAXXAS HAWK



Waiting in the RCMC office, straight from the Traxxas factory is a boxed and ready to be built Hawk waiting to be won by you!

To win yourself the easy to build monster racer just answer the following easy question and send your post card in to: Traxxas Competition, Model Cars Magazine, Argus House, Boundary Way, Hemel Hempstead, Herts. HP2 7ST.

Which top American RC driver has recently changed teams to drive for Traxxas?

Entries close 5pm 20th May.