

READY TO ROLL....



# TRAXXAS



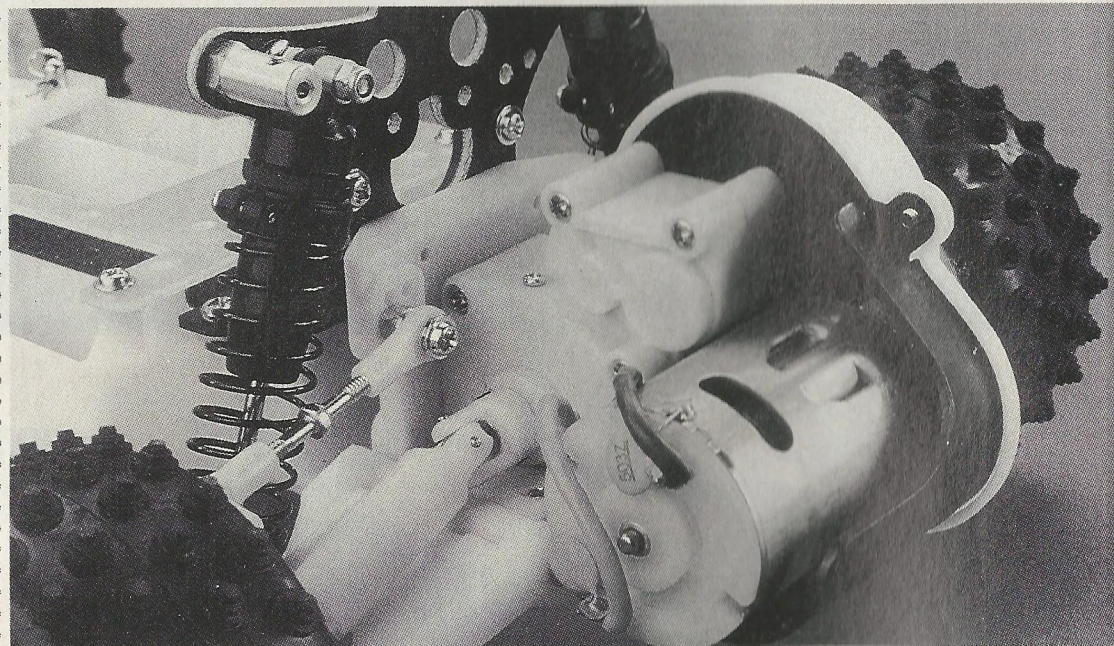
Here's a ready to run 2WD from Traxxas that could give many a top line racer a run for their money!



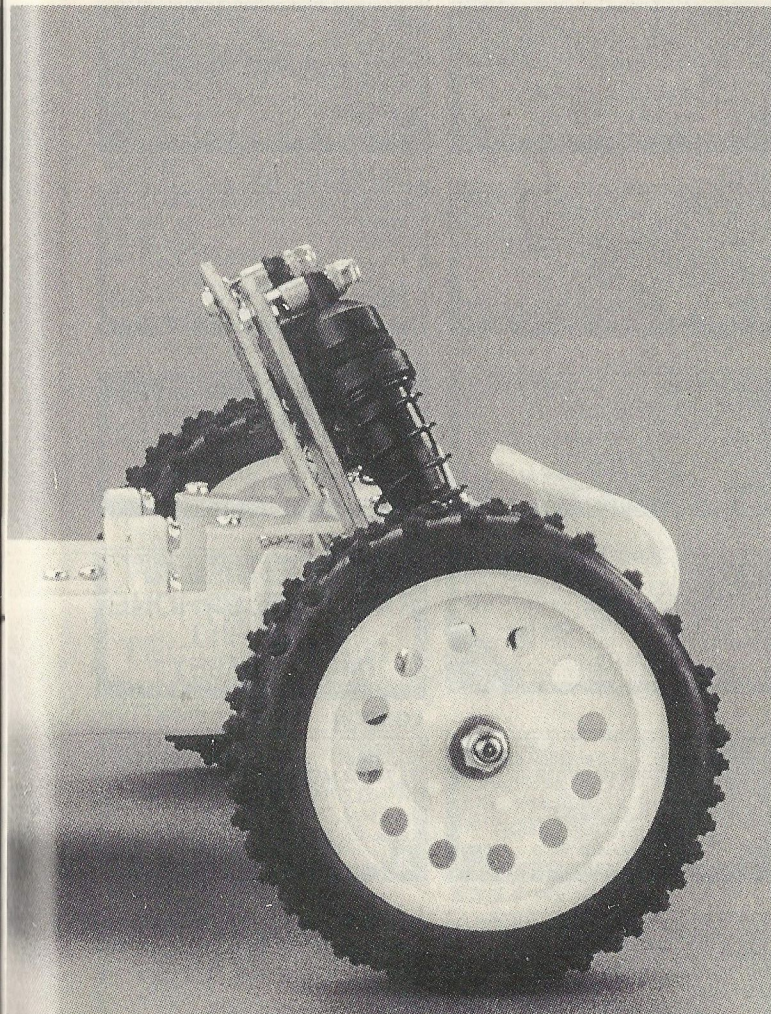
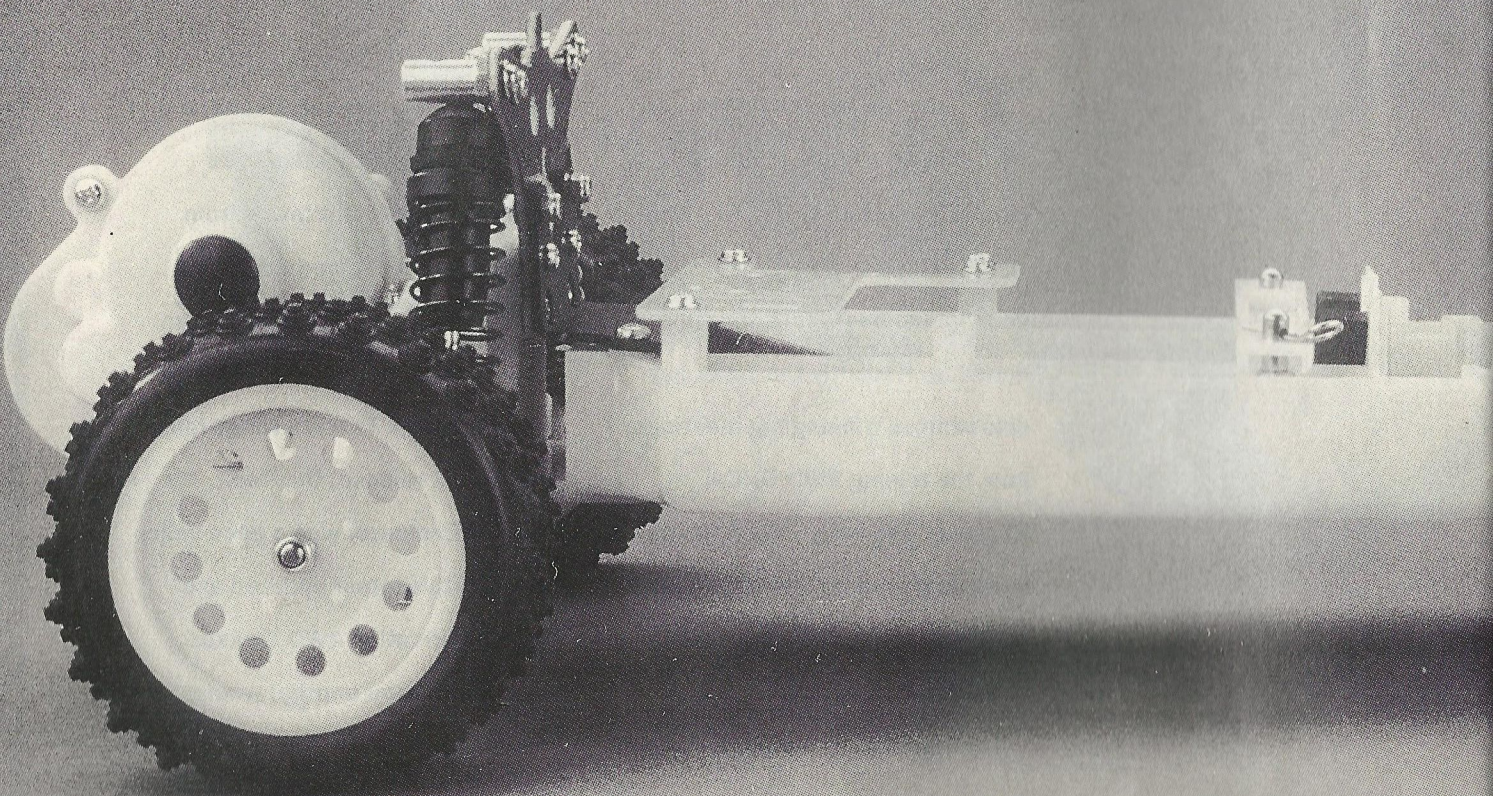
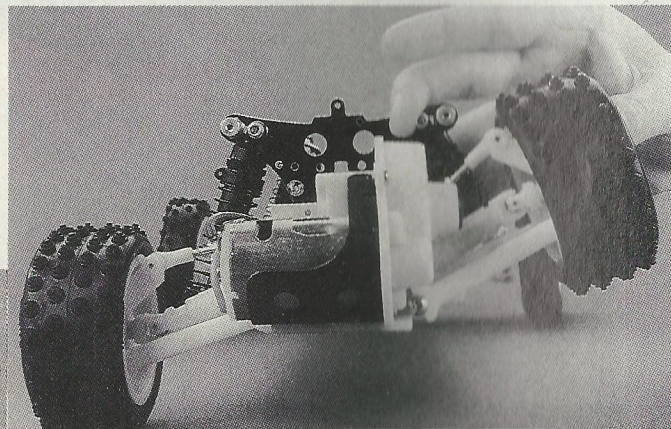
**T**raxxas are starting to get quite a name in racing circles in the UK. Their TRX1 was always going to be a winner with its good looks, easy build and superb handling. Recently the TRX1 has also started winning big meetings, now the reigning 2WD BRCA Regional Champion, the Traxxas name and product line are surely due for even greater success in 1993.

Top Line racing though is not only

where Traxxas are successful, they produce a whole range of cars aimed at all different levels from very reasonably priced 2WD kits and trucks through to ready to run IC powered machines. Somewhere in between the Traxxas range falls their latest release, the Rad2. The Rad1 or Radicator was a good seller and with this latest updated and high specification 2WD Traxxas should well have another winner on their hands....



Right; Telescopic drive shafts are neat, light and require hardly any maintenance. Right; Plenty of suspension movement from the long rear wishbones.



### Radical or conventional?

The Rad2 comes in two versions. Firstly as a kit with mechanical speed controller and secondly as a ready to run complete with electronic speed controller and steer wheel transmitter. The kit we have photographed is the ready to run car with the radio system removed. The basis of the car is a double reinforced plastic tub chassis moulded in the standard Traxxas off white plastic. The gearbox for a ready to run car is highly advanced. 48 pitch gears feature with a minimal 2 gear reduction, some ballraces are installed but a full ballrace kit for the car is available. A bevel geared diff is fitted and spins very freely from new. Lastly a slipper clutch is fitted as standard – an excellent feature that stands the Rad2 out from other ready to run cars.

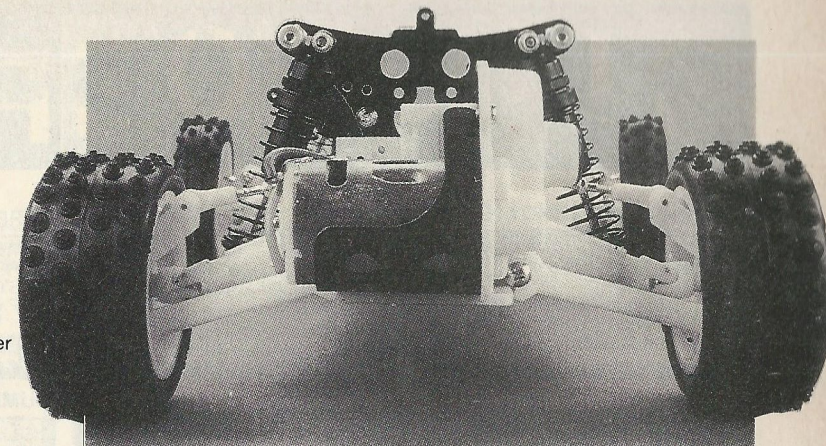
The rear suspension arms

are very long following the design of the TRX1. The rear suspension uses long through dampers, a GRP damper mount and the famous Traxxas blue springs. The rear of the car is protected by an alloy guard that raps around the rear motor.

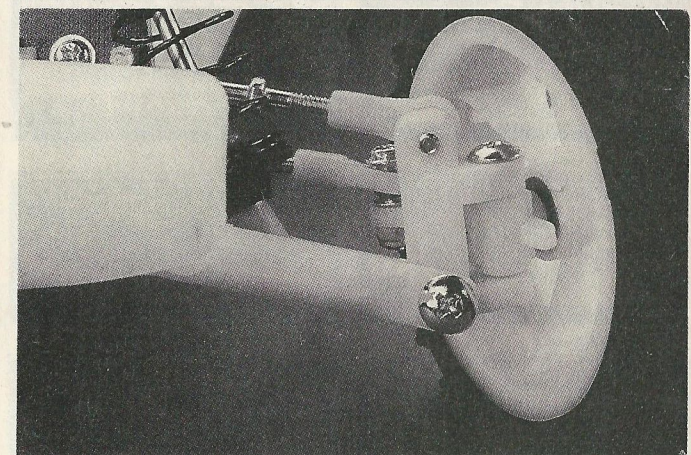
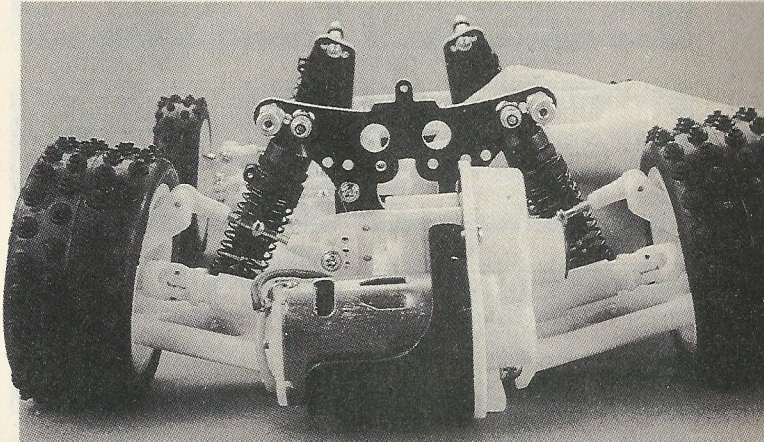
### Up front

The front suspension of the car again features long suspension arms, long oil filled dampers (all pre assembled and very smooth), fully adjustable track rods and a GRP shock bracket. The steering links are a little unusual as they bolt straight to the servo in a very direct manor, not passing through any belcranks.

The wheels and tyres on the car are again pre-assembled, the



Rear camber can be quickly adjusted due to the left and right hand threaded track rods.



wheels are one-piece and the tyres are studded both front and rear, the rubber seems soft and grippy but do glue the tyres on before the first test run!

The overall feel of the Rad2 is not one of a ready to run car but more of a professional 2WD racer, yes the car has a plastic tub – no super lightweight carbon chassis in sight but realistically the tub is very strong, keeps the radio equipment clean and seals nicely to the bodyshell. The suspension feels very smooth – just

as it should and compares well with top line racing machines. A full ballrace set is available and once fitted this car really is suitable to go club racing or just for messing around in the local park.

So to sum up the Rad2 is well made, well assembled, has a good parts back up and makes an excellent car to start a racing career.

Available from all Traxxas stockists. Price for kit only £74.00. Full ready to run kit (less batt and charger) £156.00.

Left; Is this really a ready to run for under £160 all in?