

REVIEW BY ASHLEY WHENMAN

When building the TRX-1 we found it necessary to re-build the differential if it is ready assembled.

Please note that the differential is easy to overtighten which can squash the thrust race. This is due to the amount of leverage available with the wheel. The adjustment of the differential is easy as it is not necessary to dismantle the car to make any adjustments.

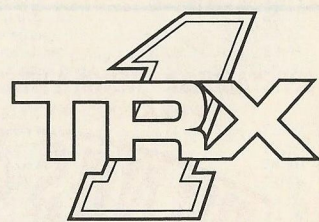
The original kit had no undertray to keep out the dirt but there is now a full length fitted undertray available. It is easy to fit and it fits very well, like everything else on the car.

The only problem we found with the car was the front end was close to maximum width. This would cause a problem when using tyres and overhang the rims. We contacted Jeff Gearing of Traxxas U.K. about the problem. He suggested two solutions:

1. To use Losi castor blocks.
2. To redrill the front wishbones 4mm in from the original hole.

We chose the latter and found the problem was solved. We understand from Jeff that a permanent solution is being worked on in the U.S.A. Jeff Gearing is open to any suggestions on any problems and is always willing to help.

TRAXXAS



The car had its first National BRCA outing at Taunton. We set out early morning to arrive for a 7.00 am start to practice. The track was a purpose built bumpy, tight clay track, but very enjoyable. After practice and the first two rounds the car was set up. One of the things we found about the car was that it responded to all adjustments. The final adjustments were as follows:

Front End

Tyres: Losi staggered ribs or std. kit.
Oil: 30wt with single hole piston.

Springs: Silver kit with collars set 5mm lower than shock body.

Shocks: Mounted on middle hole of shock tower and outside hole of suspension arm.

U/Link: Lower outside hole.

Toe-in: 1mm.

Camber: 2 deg. neg.

Caster: Std 30 deg.

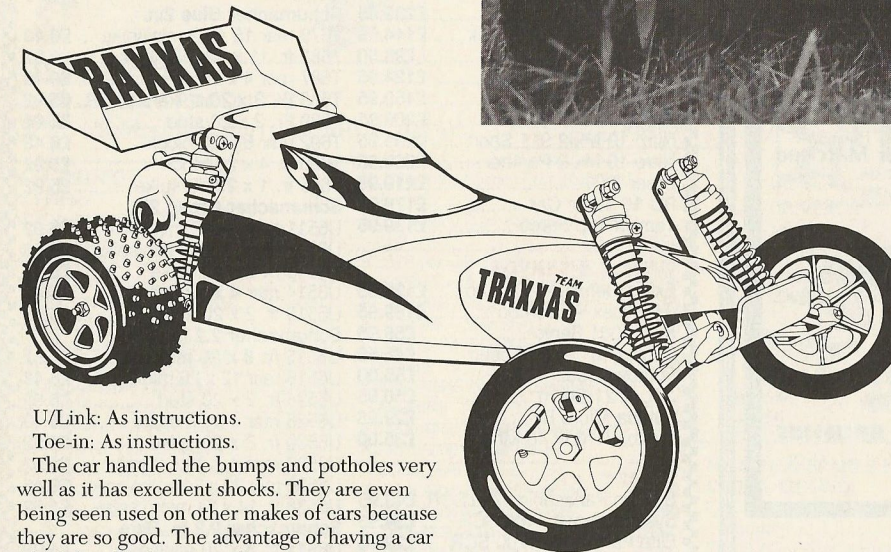
Rear End

Tyres: Losi x pattern HT or kit std.

Oil: 30wt with single hole piston.

Springs: Blue kit with collars set 8mm lower than shock body.

Shocks: Mounted on middle hole of shock tower and middle hole of suspension arm.



U/Link: As instructions.

Toe-in: As instructions.

The car handled the bumps and potholes very well as it has excellent shocks. They are even being seen used on other makes of cars because they are so good. The advantage of having a car which handles bumps is that you can concentrate on driving lines without having to worry about what is going to happen next!

As for the race at Taunton the car raised a few eyebrows as it was very competitive straight away. There are not many drivers with the car but the numbers are increasing and I am sure some of the top drivers will be changing to Traxxas. Our car qualified for the 'B' final, not bad eh!

On a bumpy grass circuit the set up was as follows:

Front End

Tyres: 2.2 mini blues on TRX-1 rims (outside row stud cut).

Oil: 40wt with single hole piston.

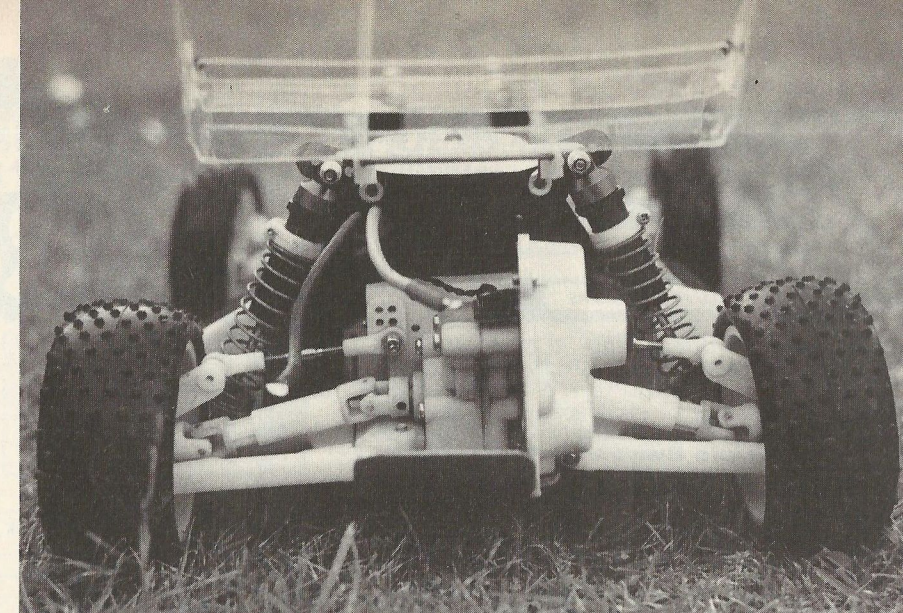
Springs: Silver kit with collars set 2mm lower than shock body.

Shocks: Mounted on inside hole of shock tower and outside hole of suspension arm.

U/Link: Lower outer hole.

Toe-in: 1mm.

Camber: 2 deg. neg.



Caster: Std. 30 deg.

Rear End

Tyres: 2.2 mini blues or soft Kyosho H pattern.

Oil: 25wt with single hole piston.

Springs: Blue kit with collars set until the rear arms are level.

Shocks: Middle hole on shock tower and outer of suspension arm.

U/Link: Std.

Toe-in: Std.

Camber: 1 deg. neg.

Most people are saying that the TRX-1 is a copy of the RC10. We feel that there is a comparison between the two, and this is due to the RC10 being so successful for over eight years. Therefore Traxxas have built on the basic design and improved on certain areas.

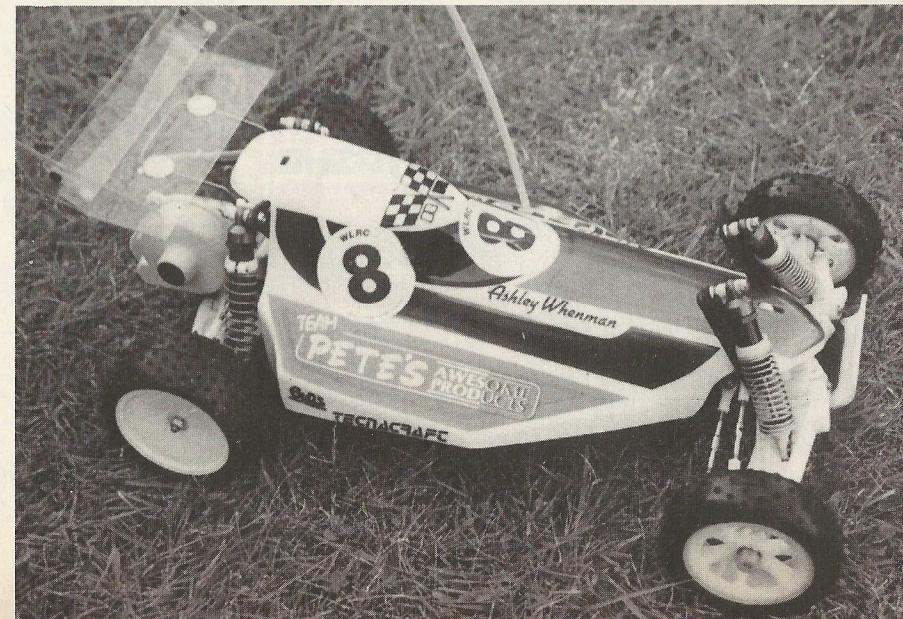
The RC10 shocks have long been the best on the market but now Traxxas have gone one better. This we feel contributes to the Traxxas being able to handle bumps so well.

The universal drive shafts on an RC10 tend to bend but Traxxas have adopted the Schumacher method which is more reliable.

The slipper clutch on the RC10 is slightly better as you can change the gears without altering the slipper, but with the Traxxas you have to take it apart to change gear then reset.

The real benefit is the car is new and can be improved whereas the RC10 has gone as far as possible. Maybe a new car is on its way!

Overall the car has great potential and will be up with the front runners very shortly.



Traxxas TRX-1 part II

THE SEQUEL