

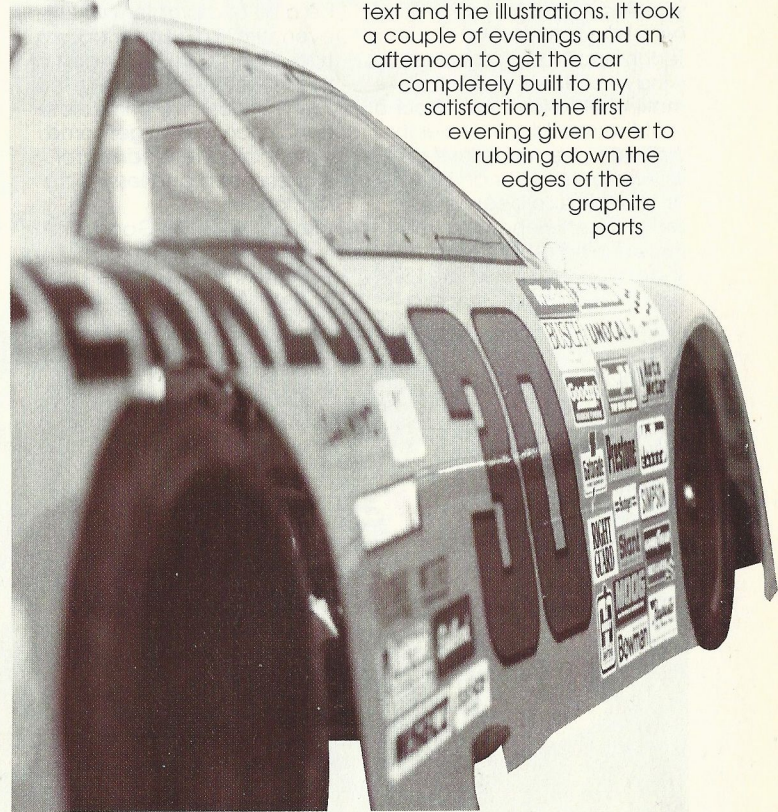
Long Term Test

Mike Haswell Put The Trinity Evolution 10 LSD Oval Car To The Test, Winning The RRC Oval Series In The Process!

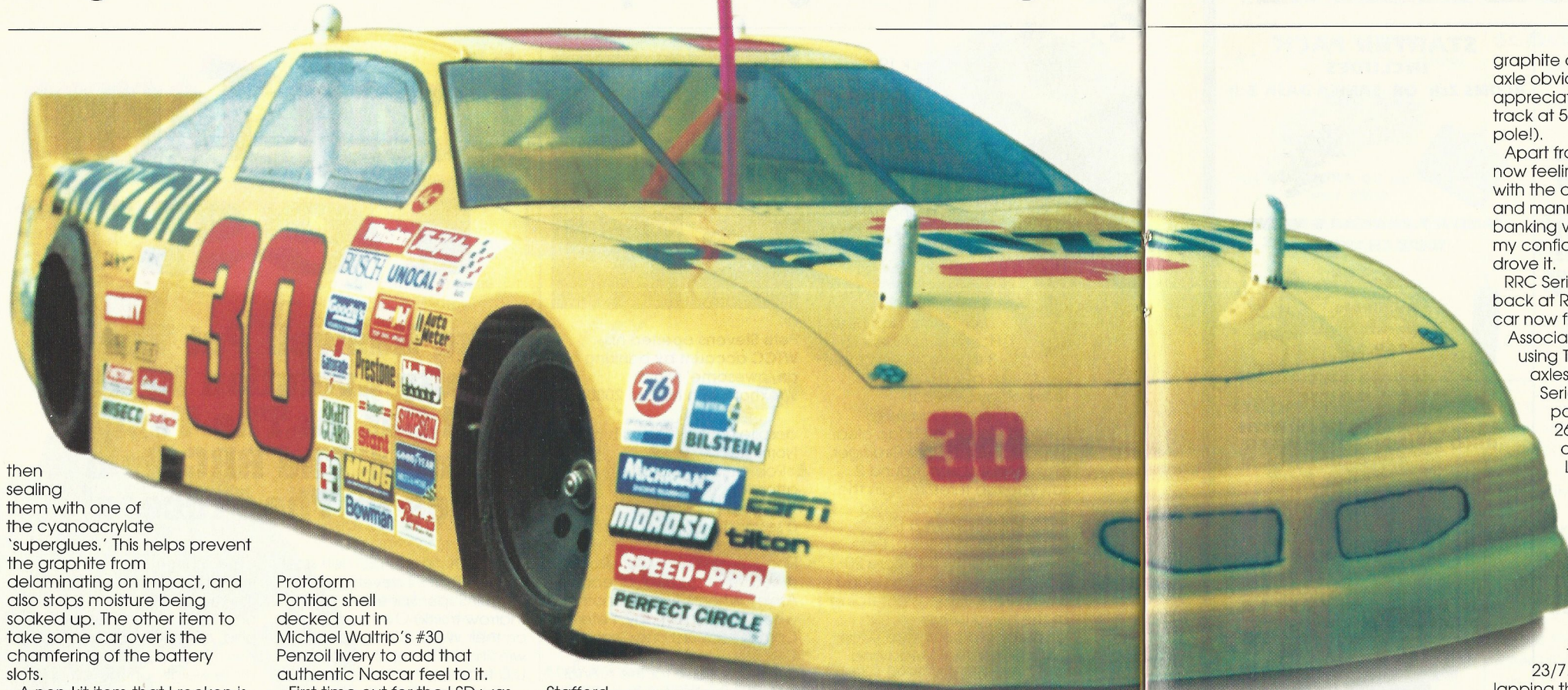
The Evolution 10 LSD (left side drive) is Trinity's development of their Super Speedway (narrow track) Oval car. Based on their World Championship winning EV10 circuit car, the LSD features the cells mounted on the left side of the car to increase its stability, all the weight is now on the 'inside' and you don't need to (or ever want to!) turn right on an Oval.

The other major difference from the earlier SS car is that the motor is now also mounted on the left side of the motor pod, quite the opposite to the norm, and effectively puts more weight on the left hand side, again improving the car's 'feel' when exiting a corner at high speed.

Building the fully graphite LSD was a pretty straightforward process following the instruction manual, although you do need to flip backwards and forwards between the text and the illustrations. It took a couple of evenings and an afternoon to get the car completely built to my satisfaction, the first evening given over to rubbing down the edges of the graphite parts



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then sealing them with one of the cyanoacrylate 'superglues.' This helps prevent the graphite from delaminating on impact, and also stops moisture being soaked up. The other item to take some care over is the chamfering of the battery slots.

A non-kit item that I reckon is an essential is the moulded foam bumper that I fitted to the car, as this not only protects the chassis but also helps stop the front of the bodyshell flapping and deflecting downwards at high speed. Wing mounts aren't supplied, but are very necessary, so a set of Technacraft quick release wing mounts were fitted, making life a lot easier. I found that the moulded ride height adjusters needed relieving slightly to make for an easier 'fit' for the axle bearings, because efficiency is a 'must' for reaching really mega speeds on the Ovals! The LSD was then topped off with a

Protoform Pontiac shell decked out in Michael Waltrip's #30 Pennzoil livery to add that authentic Nascar feel to it.

First time out for the LSD was at the R/C Wheels Oval up in Birmingham, which is 204 metres (670 feet) long and nice and smooth, as it's also used by speed skaters. The car was quick straight out of the box with a Trinity 12 double on board, but duration proved to be a bit of a problem which even turning to firmer (foam) tyres didn't cure. With most of the other drivers suffering the same trouble, my immediate conclusion was to get some American style 'Radials' for higher speed and less rolling resistance!

Racin' With The Good 'Ole Boys!

The next time out was indoors at the K-N R/C Speedway,

Stafford Springs, Ct, USA (yes, I took the car with me on holiday) the host venue for the 1995 ROAR Carpet Oval Nationals (Ed's note: Mike, you didn't actually have to go to America to buy some Radials, just pick up the phone!). It was here where I picked up some really useful tips on the right set-up from other drivers, finishing up running Green tyres on the rear, a split Blue-Orange compound on the left front with a Green spring (EVO127) and a Jaco Purple (Jap rubber) on the right front. The car was still 'digging-in' on the corners a little, so a Green spring was also fitted to the right side as well, although

with hindsight it was too stiff, but made it a lot safer. On the track, the best I got down to was 4.3 second laps, whilst the quick boys were running 4.0 second laps (in other words I got my butt handed back to me by the locals!), but as Nick the track's owner said, I did alright for my first visit.

Next up was Round 1 of the RRC Oval series at Herne Hill Velodrome, a massive 450 metres (nearly 1,500 feet) long! A rear sway (anti-roll) bar had been fitted, as seen in pictures of Joel Johnson's car, and I dispensed with one of the side shocks Joel style. TRC Gold

graphite axle (the tyres and axle obviously didn't appreciate hurtling off the track at 50+mph into a steel pole!).

Apart from this incident, I was now feeling really at home with the car, and its stability and manners on the Oval's banking was really increasing my confidence every time I drove it.

RRC Series Round 4 saw us all back at R/C Wheels, with the car now fitted with a pair of Associated steering arms using Technacraft stub axles and an AGR World's Series 12 triple for motive power, geared on 26/115. The last Round of qualifying saw the LSD take TQ with a new track record and a fastest lap of 10.17 seconds (an average of 44.87 mph). The Final saw the LSD win, together with a further improvement on the lap record to 23/7.30 (42.43 mph) whilst

lapping the entire field. This gave me and the Trinity Evo 10LSD the RRC Oval Series title with a Round still to go, and with two track records to its credit!

In plan form, the Evo 10 LSD looks quite unusual, but its effectiveness is without doubt... The multi-adjustable front geometry allows the driver to dial-in the car to suit all tracks.

Radials provided the traction on 3 corners, with a harder TRC Silver on the right front, which obviously takes most of the load on an Oval.

The track's expansion joints caught most of the drivers out at some point, which meant making some adjustments to compensate and straighten out the alloy stub axles which bent quite easily. Come the last Round, and with the Trinity Whipp motor (13 quin) geared on 31/125, I took FTD by nine seconds at an average speed of 49.78 mph (80.11 km/h). In the Final though, the lower motor pod plate broke after I got nerfed into the wall, putting us out of the race but looking forward to the next one!

By the time we were back at R/C Wheels for Round 3, some medium height rear ball studs (EVO136) had been fitted at the front end, raising the rear pick-up height to give more reactive steering, and the right front spring had been changed back to the kit item for more steering. The combination worked very well for FTD and a new track record in the first Round, although it was beaten later in the day. Unfortunately, radio glitches were to blight the rest of the day resulting in a couple of wrecked radials and a bent

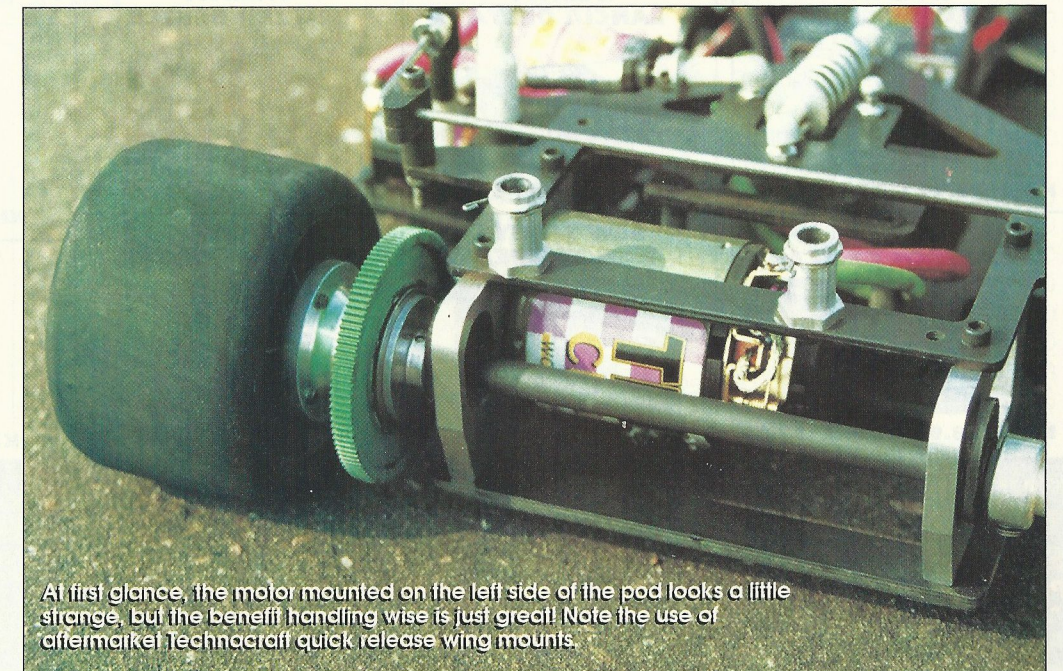
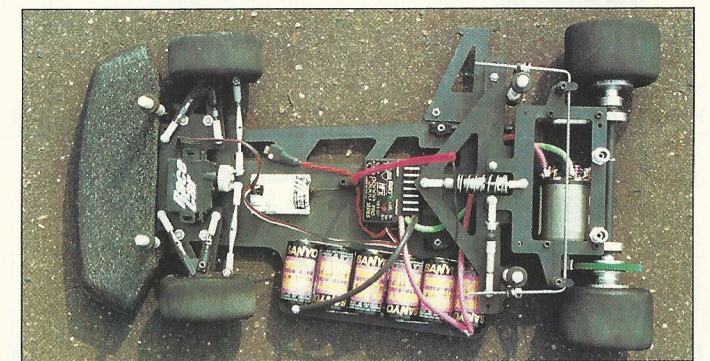
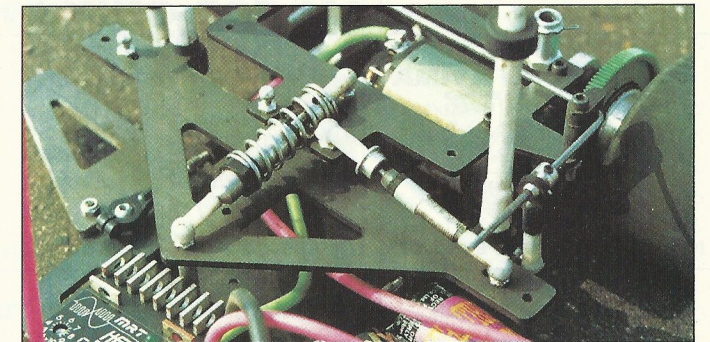
If you feel the need for speed, and Nascar/Oval racing appeals to you (have a go, it's great fun!), then this could well be the car for you. It's very adjustable, so you can dial it

into any track, and it does what it's supposed to very well — going very fast round Ovals!

Mike
HASWELL

The Trinity Evo 10 LSD is imported and distributed by Helger Racing, Unit 2, R/O 25 Horsecroft Rd, The Pinnacles, Harlow, Essex. CM19 5BH. Tel (01279) 641097

The rear suspension uses a large volume shock for fore/aft damping, and Mike found the best set-up in roll was an adjustable sway (anti-roll) bar and just the one side shock used without the spring. This is the set-up favoured by Joel 'Magic' Johnson in the USA.



At first glance, the motor mounted on the left side of the pod looks a little strange, but the benefit handling wise is just great! Note the use of aftermarket Technacraft quick release wing mounts.

