



# Potential World BEATER

The Trinity Revolver 12 will contest the 1:12 World title as you read this - and could well be the winner...

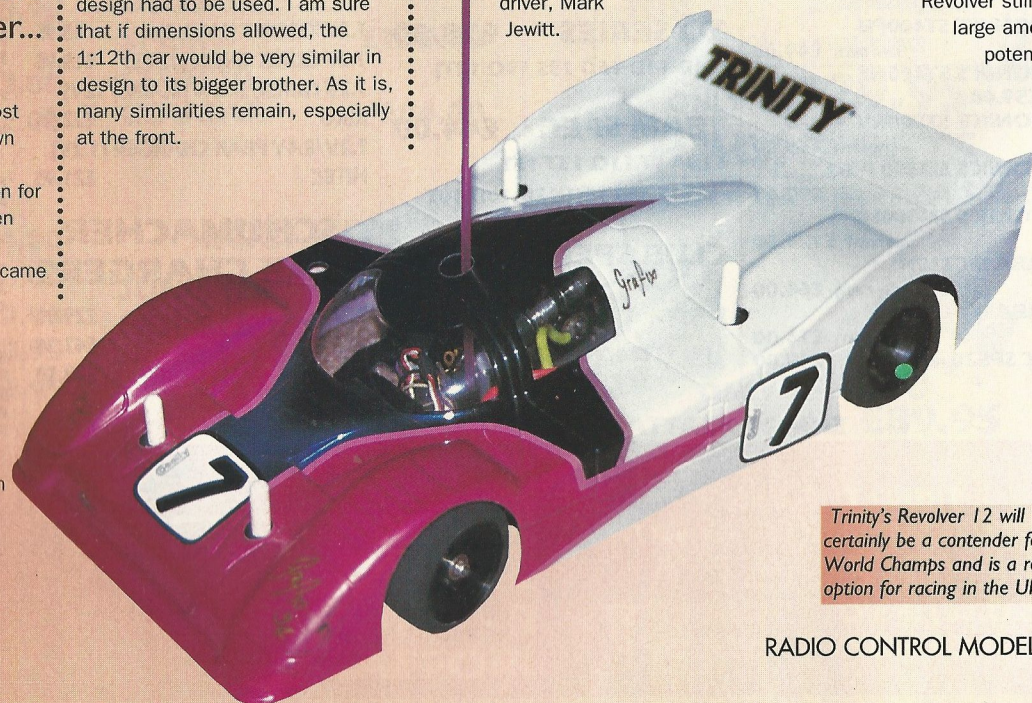
Trinity is one of the most famous and well known names in model car racing. Their reputation for quality racing products has been built over a long history.

Arguably the biggest impact came when Joel "Magic" Johnson stormed the 1992 1:10th On Road World Championships with a car that was kept very much "under wraps" during the event. The car was a prototype, designed by Jim Dieter, and was revolutionary in its design. Since then the car has become available to the public and its success has continued at all levels.

The step over to 1:12th scale was expected and came about soon after. The size of the 1:12th car would not allow the cells to be installed down the centre line of the chassis, as on the 1:10th car, so the more conventional saddle pack design had to be used. I am sure that if dimensions allowed, the 1:12th car would be very similar in design to its bigger brother. As it is, many similarities remain, especially at the front.

### Introduction To The UK

The car hit the UK hard when introduced. A team was established consisting of Jim Spencer, Andy Sawyer and Trinity's existing driver, Mark Jewitt.



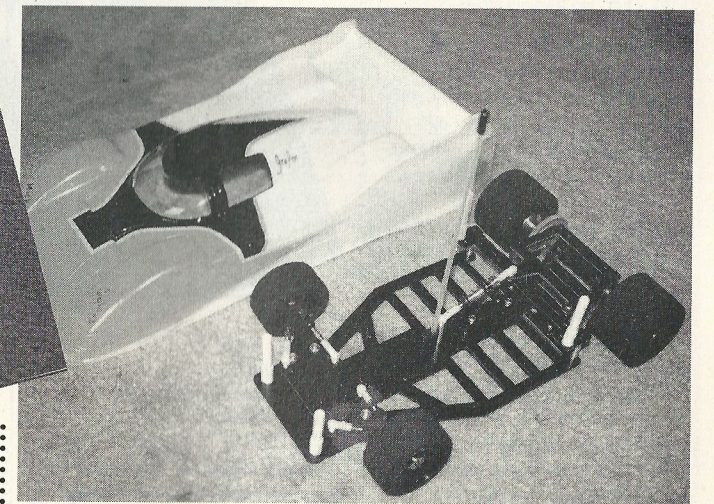
Trinity's Revolver 12 will certainly be a contender for the World Champs and is a real option for racing in the UK.

All three of the drivers were recognised and respected names in the world of 1:12th, expectations were high, especially as the team would benefit from Trinity's extensive range of top quality cells and motors. At the first meeting for the team, the expectations were realised when Jim put his car into 4th place on the grid for the Standard F1 A final. This was an excellent result and proved the cars potential for success.

Since then it has been somewhat of a decline for the team, as other teams began to dominate. The Trinity Revolver still has a large amount of potential,



Box artwork follows the trendy Trinity Ad campaign - we chose PK Nissan for the track test.



mainly not realised in the UK. This does not mean the car is no good, a look at what is happening in the States proves the car is an out and out winner. Joel Johnson has won just about everything in America using the Revolver. Tony Neisinger and Mike Blackstock have since joined the team and are still achieving excellent results.

I have been in a position to run two Trinity cars, one earlier in the year and another one for this review. I believe the cars potential has been completely untapped in the UK. The design of the car makes it a tricky animal to tame. Adjustability is its middle name! It maybe that this single feature "frightens" prospective drivers away from the car, especially when compared to the simplicity of the Associated and Corally cars.

Once the ideal set-up is found the car can lap as quickly as any, in the right hands it can lap quicker!

### Reactive Caster

One of the main features of the car is the reactive caster built into the front end.

This basically means that the caster at the front will alter during cornering. As the load increases, the amount of caster decreases, thus altering the handling characteristics to suit the speed of the car. The steering response and "feel" is improved using this system, as is the overall handling and capabilities of the chassis.

Other features of the front end are easily adjustable caster, camber, toe in/out and roll centre.

As for the rest of the chassis, the Graphite Compound Chassis plates are made especially by ADC, and are very thick and strong. This provides a large amount of rigidity making the suspension units work properly, rather than being affected by the flex in the chassis. The rear axle is graphite and builds up into an excellent diff. Class 7 bearings are used throughout the car keeping the rolling resistance to an absolute minimum. High quality machined aluminium components make up the motor pod and wheel hubs.

The front to rear and side to side dampening of the rear end is just as adjustable and tuneable as the front end and uses a sideways friction damper of original design.

All this is topped off with trued and glued TRC tyres on very attractive wheels, although no bodysell comes with the kit. Up until recently the PK/Buds Nissan is the only one which would fit the chassis, nowadays the choice has extended to include the Protoform Nissan and, with a degree of "trimming", the Associated Nissan can be made to fit.

### Construction

The first thing to do with any kit is to read the instructions carefully. With this kit, the first thing you read is "Congratulations! You now own the best 1:12th scale car in the world." If this doesn't give the builder a bit of

confidence then nothing will!! According to the list of required tools and supplies, 6 big Macs, a large bucket of fries (greasy), a 2 litre bottle of Diet Pepsi on ice, a gigawatt surround stereo system with CD player, assorted CD's including Hendrix, Stones and Guns and Roses are needed to complete a successful build. As I had neither the resources nor the inclination to acquire the supplies I made do with a can of lager and a night in front of the television!!

Despite this, a successful build

was the result, although I had trouble finding a few diff balls in the carpet!!

The instructions are clear and easy to follow when used along with the supplied photo sheet, the construction has its good and bad points.

As with all graphite chassis, the battery slots have to be filed to prevent the sharp edges cutting into the cell heatshrink. While the file is in your hand it is a good idea to smooth off the rest of the graphite components, time spent here will





improve the look of the completed chassis.

Construction of the front end follows, then the T-bar and rear end. Eventually all the assemblies can be bolted together, the diff added and the radio gear installed. All in all it took me about 4 hours.

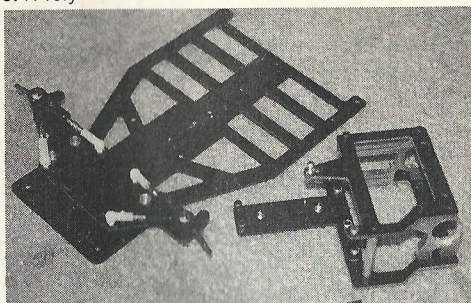
## Setting Up

A number of "trims" had to be made during the construction, in order to make the kit go together and to make the setting up easier. The front plate supports had to be trimmed so that the plate can be fixed onto the chassis. The front "A-arms" had to be trimmed to allow the front wheels to achieve sufficient lock when cornering. These two points were disappointing to me, I don't like having to take a knife to a new kit!!

Setting up the chassis must be done with the cells and motor installed and on a flat surface.

The centre damper was set to give a flat chassis, the tweak screws fractionally above the chassis plate. To start with 2 degrees of caster was dialled into each side of the front, with 2 degrees of camber also. A very slight amount of toe-in is always a good idea.

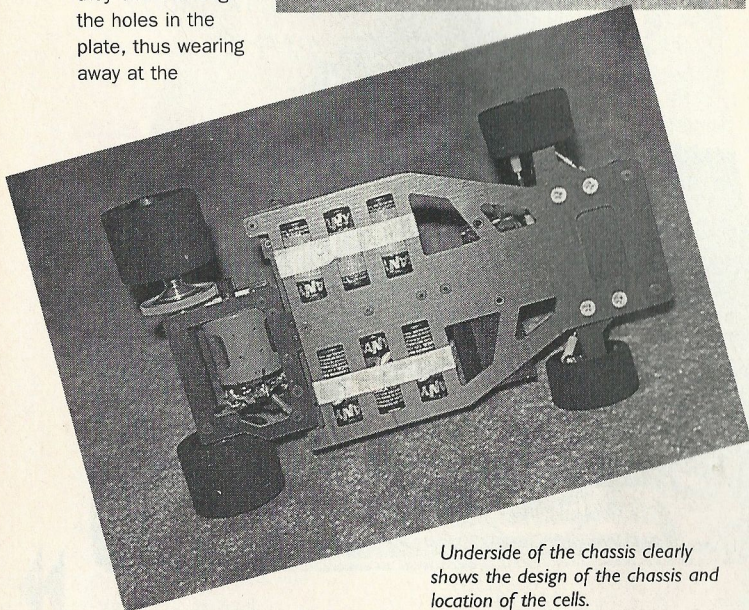
One thing I was dubious about was the way that the king pins went through the front plate. When the suspension moves they travel through the holes in the plate, thus wearing away at the



Chassis prior to the RC installation showing the damper detail.

graphite. I feel that the amount of wear will mean this plate being replaced reasonably regularly. Also when the caster/camber angles are changed an amount of friction comes into play as the king pin fouls on the edges of the holes in the plate. To overcome this Trinity suggest reaming the hole with a 1/8" drill bit.

With the "Team pushed Sanyo" cells installed along with a hairy Trinity Ex-Tech 15x3 motor, speed was going to be no problem, duration, on the other hand, was!!



Underside of the chassis clearly shows the design of the chassis and location of the cells.

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## Running The Car

Thanks to Kevin Creaser and Graffix, I had a very nicely painted Joel replica bodyshell which was trimmed to fit the car, and it was off to the club to try it out.

The first run was in low grip conditions, but the Revolver lacked nothing in grip! The TRC tyres worked very well, but wear was high. The car was very smooth in the tight infield, only struggling a little in the fast chicane where the change of direction was very quick. I felt this was a problem so the caster was increased slightly.

The front tyres had developed a cone, and were wearing too much on the inside edge, a slight adjustment was made to the camber setting to compensate for this.

On the second run the grip had increased and the car felt very sharp, yet at the same time flew around the fast sweeper and was quick through the previously troublesome chicane. I was enjoying driving the car until disaster struck and a barrier was hit hard. The result was a broken suspension piece at the front. This piece broke

because of the trimming I did to give the amount of lock I required. With modern front tyres being quite narrow, it would be better to trim the inside edge of the wheel rather than take too much out of the plastic mouldings. The repair was made and away we went again.

The car behaved itself nicely whilst being tested, apart from the breakage! It is so adjustable that it can be made to handle exactly as the driver requires. Both driving styles and track conditions can be catered for without any trouble at all.

## Potential

The car has a lot of potential and in the right hands can win races in the UK. With the World Championships approaching fast, you can bet that Trinity will field a team of World beating drivers. Expect this car to be in the A final in numbers, maybe even at the front.

The car and all the other goodies from Trinity are available in the UK from Lesro.

