

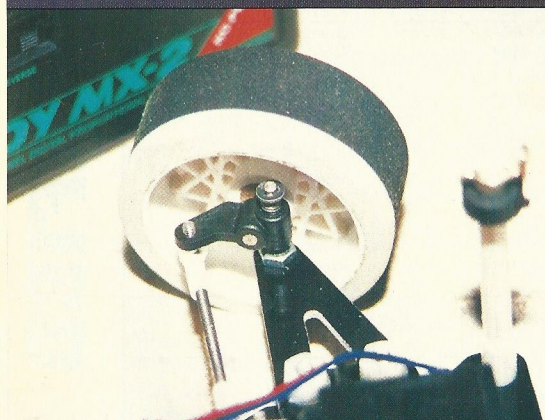


Trinity's Street Spec Saloon

Reviewed by Chris Hardisty and Mike Leavesley

A new car to play with! Oh Joy! Then panic set in! Whilst carrying the box into the house from the car, I noticed something, a sound that I'd heard before, but not for a long, long time... At first I thought that I'd somehow broken it. What was that noise? It was a huge

The front suspension is simple. The steering block slides on the kingpin, the spring being retained by a washer and 'E' clip. Four gauges of spring are available from .18 to .24, the heavier gauges giving less steering. Note the grey inner ring on the control 'Street Spec' tyre.



relief when it occurred to me that things were supposed to be like this. The clues were that the 'broken' bits were in plastic bags, and there was a set of instructions in the box. Still worried about this collection of loose bits, I then proceeded to read the instructions! This may sound like obvious advice, but I suggest that anyone embarking on the quest of assembling a model do the same.

What am I rambling on about? I'll tell you! For many years now I have raced Corally cars, and as those of you who race 1/12 or have read my review of their products will already know, Corally cars are supplied ready built.

The said instructions were perfectly, er... um, adequate. A full parts list, how to assemble it, how to run it, hints and tips... All lovely stuff. I can only assume a glossy manual will eventually find its way into the box. The photocopied version supplied did actually prove to be a great asset. It allowed me to read the instructions and view the diagrams of how it should look quite easily. If this was deliberate then well done. If Trinity do make the manual a little more up-market, then it would be an idea to spread the diagrams around the instructions.

Oh Well, Back To Building...

The first thing to do was to identify the extremely thick, stiff

and very black GRP chassis. At this point 'sealing' the edges is a good idea. Why? Designed for fun on 'parking lots' in the sunshine it may be OK, but here we're going to get it wet! Applying a small quantity of 'superglue' or similar along all of the routed edges will help make the chassis components watertight. Again why? Because those fibres suck in harmful moisture. Damp car boots are almost as bad, so even if you are only a 'fair weather racer' you should consider this. I haven't done it for the sake of the pictures, a nice white bloom wouldn't look too nice, but I will do it before I run it (black felt pen covers up any 'blooming' nicely. Ed).

Installing the rear pod's rocking T piece is the first step, and all went together nicely. Take care with the small components, you won't have many left over! Everything was straight forward until the plumper blocks (rear pod uprights) came to be screwed on. The one on the left side one is plastic and the holes aren't pre-tapped, so take one of the cap head Allen screws and start the threads off before installing this part. Do this to any of the components that need it before they are needed, as it's easier to get the screws in straight and you can control the bigger Allen key better.

Care and planning is needed when assembling the damper post. Follow the instructions and get it right. Make sure

that the springs move freely and the damper 'plates' have smooth edges with nothing to bind on the pod's damper plate. The 'shock' shaft was next, and this required cutting to length, being merely a piece of piano wire about a foot long, threaded at one end. The instructions say cut this with pliers or a Dremel cutting disc. If you use pliers, make sure that no-one else wants to use them for this purpose afterwards, because the tools we use here may not be the same quality as those in the Trinity workshops, and you may well find a dent in the cutting edge of your prized pliers! File the cut end to radius it slightly, as it can be sharp and it would be shame to bleed all over the car at a later date...

Although the steel rear axle is ballraced, the hub carrier for the differential isn't. For those of you who do the odd spell of full size car DIY and the manual says glibly "Remove gearbox", you'll understand how I felt when the manual said "Fit bearings into either end". They're actually very tight, and I had to press them in with a drill stand, but beware, you can easily damage things doing this, so if they won't go in then sand, lubricate or expand the hub with heat, anything rather than crush the parts. Mine eventually went

in OK, but not from pressing with my stubby little fingers!

When fitting the rear wheels take heed of the manual's advice and don't strip the threads. Again, running the screws through the hubs before you fit the wheels is a good idea, and allows you to gauge the 'tightness' better. The tyres and wheels are controlled for true 'Street Spec' racing, the give-away is the greyish strip in the tyre, whilst other grades are available, two others! The theory being that you're all in the same boat if none of them work...

The front end was straight forward (a pun lads...) Do make sure you tighten the kingpins up without resorting to your damaged pliers, as you want the springs and steering blocks to move freely. The manual suggests that you fit everything for maximum ride height, but I suggest you don't. Set it just high enough with the barrey pack aboard so you have just enough clearance from the bumps, tape or carpet, as you want to keep the centre of gravity low but without 'bottoming' or having the front of the car pointing up when the car is fully loaded.

The flat nut does need to screw all the way on, otherwise the locking nut that holds it to the beam won't lock. The steering blocks go on next, then the springs, the

The Way To Gio?



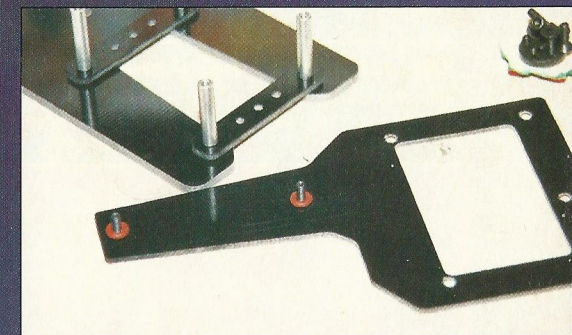
The components of the Street Spec kit are all neatly bagged. Very easy to build, the car has performance that belies its simplicity.

being held in place with a washer and an 'E' clip. Make sure that everything slides up and down OK; lubricating and dampening the movement of the steering blocks with the damper grease supplied in the kit is a good idea.

Fitting the front wheels with the phosphor bronze bearings completed the build. You can ballrace these, and I would suggest you do so as doing this is worth a lot in terms of both run time and speed. This is one of the only 'tune-ups' you can do. I would have liked to see the hub carrier in the diff get the same treatment, 1/12 car style, but never mind!

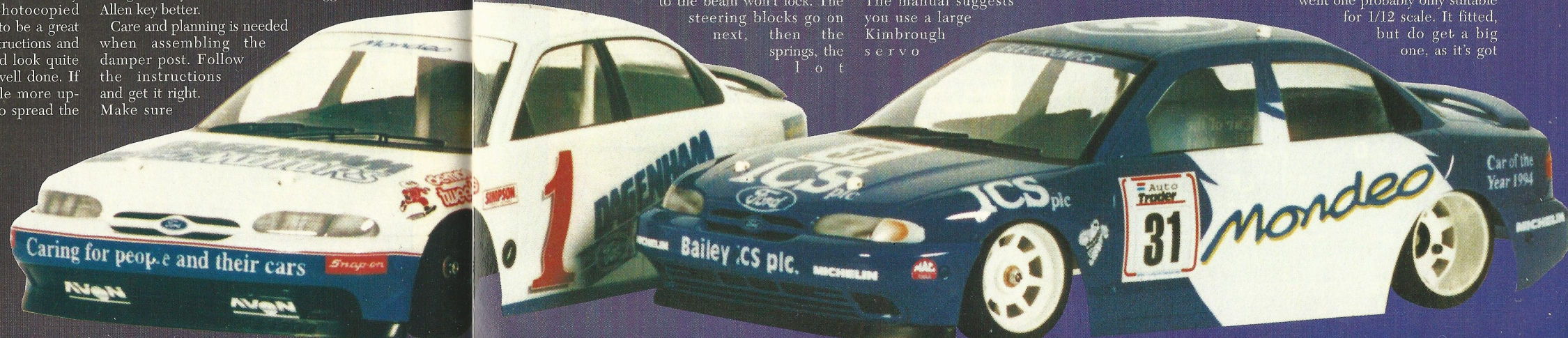
Nearly There!

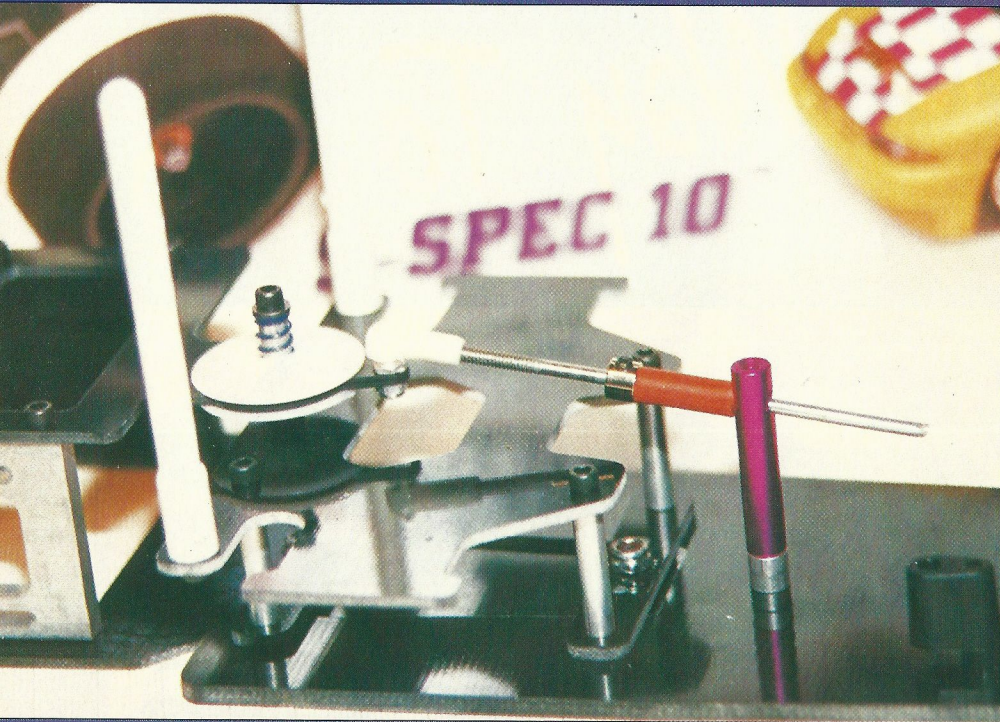
There seemed to be something contradictory about having a car that costs less than half the price of the radio gear you're going to install, so I 'borrowed' my son Jack's KO Trendy economy set. A big, robust servo was stuck down with double sided tape (sadly it won't quite go in the centre), and the track rods were cut accordingly. The manual suggests you use a large Kimbrough servo



The floating rear pod pivots on rubber O-rings. Tightening the locknuts above the pivot straps seen on the chassis gives more steering by squashing the O-rings, stiffening the car's rear roll stiffness.

saver, but I didn't have one in the pit box so I went one probably only suitable for 1/12 scale. It fitted, but do get a big one, as it's got





The fore/aft damping at the rear end is provided by the orange silicone tubing seen here resting against the damper post. Additional damping is taken care of by the two white friction damper washers, held against the rear pod's top plate by springs.

to be easier! There was plenty of room for the Rx and Speedo on the chassis plate, but make sure that the end of the 'silicone shock' wire doesn't foul the speedo at all. Merely pushing the car up and down doesn't simulate crash conditions!

In went the supplied Sanyo 'Street Spec' stick battery pack and Trinity plain bearing motor, both of which are sealed. If you temp charge I'd think you'd get away with a hole in the shrink wrap on the cells for a temp sensor, but just a

little hole, don't push your luck. And that was basically that, the first car 'kit' I've actually built for many a long year...

'Controlled Spec' Racing - It's Got To Be Good!

This kit is so simple to put together that it's hard to say so in words, the only deviation from what the manual instructs you to do relating to the body posts, depending on which bodyshell you get with it (Saloon or NASCAR). The manual gives instructions on how to look after everything on your car, how to set it up, how to run a race, and how to charge and then discharge the cells. The more interesting details concern what you can modify and what you can't, and there's more of the latter! The principles behind this are simple, this isn't going to be the best car ever; it won't out-drag, out-maneuvre or out-last some other makes. It's going to be the same as the next racer's Street Spec car, so you have to out-drive them to win, you've always said you could...!

I'm sure that with various mods this car could compete with other two wheel drive, flat chassised, solid axle driven contemporaries, in whatever form they show up in, but I don't think that's the point. Should these cars fit into a niche of their own for a National Championship? Well, if there's enough people wanting it, that will happen. The stumbling block is that many other Classes of racing have started off with a similar ideology, but competition/innovation being what it is...

I am now ready to go and have some fun with as much attitude as I care. All for a couple of hundred quid complete and ready to run. OK, I'll need a couple of extra packs of cells for a meeting, maybe a few sets of tyres to choose from, but I'll have the same equipment as everyone else for another



The Street Spec Mondeo looks great in Dagenham Motors EuroCar livery!

fifty quid! What we are talking about here is having the tools to go out and win, and even if you don't win, you can't get brassed off because someone had better gear than you, because it won't be the case (this'll mean coming up with a whole new crop of excuses!) so it's all about getting out and having some FUN!

Over now to Mike Leavesley, the supremo at Mike's Models in Birmingham, purveyors of literally everything to do with r/c model cars. Chris found it impossible to get out and test the Street Spec due to other pressures, so RRC asked

Mike his impressions of the car, Mike having won the Scale Saloon Class at the recent Stafford Mini Nats Series with his example.

Running the car in bog standard form, apart from ballraced front wheels, showed that it was good on carpet, performing very much like a 1/12 car! The kit tyres, Blues on the front and Greens on the back, worked well, but I found that it worked better using the firmer Orange fronts to prevent it grip rolling, and was a trifle 'wandery' down the straights. I cured the 'wander' by packing up the front edge of the suspension cross beam using washers on the forward mounting bolts to give approx 4° of castor (legal for use in true 'Street spec' racing) and also used about 2°

of toe-in on either side.

Set up like this, the car was very, very good, and the 21 turn single kit motor gave plenty of go, even with only 7° of advance. As the Mini Nats Series has no restrictions on motors, I then installed a Corally 15 triple, the power of which the car coped with extremely well. The extra speed brought to light the fact that the front tyres were coning slightly to the outside edge, so I bent each kingpin inwards to give 2° of negative camber (an illegal modification for 'Street Spec' competition), after which the tyres wore flat.

The result of a very pleasurable Winter Series at Stafford was that the Street Spec gave me four TQs, three wins and one 2nd place finish, giving me the Class win for the Series. Do you think I like the Trinity Street Spec? You bet I do!

Trinity Street Spec cars and accessories are distributed to the trade by Helger Racing, R/O 25 Horsecroft Road, The Pinnacles, Harlow, Essex, CM19 5BH. Tel (01279) 641097

Ready to roll! Chris 'borrowed' his son Jack's KO Trendy radio, making the complete car quite a budget operation to make race ready. The latest kits have different wheels with longer lasting tyres.

