

**Twister**

# Cyclone Racer

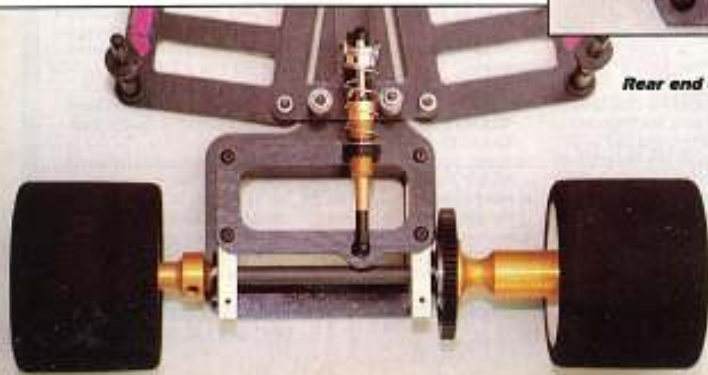
The name Twister has been around for some time now. They are best known for their range of modified motors and more recently their innovative mini comm lathes. They have now ventured into the manufacturing of race cars with their Cyclone Pro-Ten car. Its main features include a carbon fibre chassis, centrally mounted motor, low centre of gravity and ease of assembly.

## Construction

You begin by taking the carbon fibre chassis and chamfering the battery slots to get the cells to sit as low as possible in the car, not forgetting to take the sharp edges off the underside of the chassis where the battery tape will run. I cheated here and



Q Front end detail.



Rear end detail.

used my dremel which saves time and arm muscles, although with a dremel you have to be careful that you do not take off too much graphite.

I would say that chamfering the battery slots is the single longest job on the whole car and takes in the region of half to three quarters of an hour. Next we move onto the front end, which is basically the same

as the Associated, although the Cyclone has a much wider front track.

One other nice feature is that where the stub axles go into the steering block, it is splined, so that the wheels are held on by a lock-nut instead of the usual fiddly E clip. To all of this you fit the centre-point steering (that is where the track rods come off the same point/screw/bolt on the servo saver).

We now move onto the back end, which is built around two nicely machined, anodised side plates. Anodising, apart from making things look pretty, also increases the metal's strength. The back end is relatively simple to assemble, although you shouldn't forget the bit of silicone tube between the T bar and springs. The delta type shock absorber goes together easily and it is worthwhile polishing the piston shaft to get a really smooth action.

The differential is really good and has a ballraced spur gear, as well as having the hub carrier double ballraced. All of this adds up to a really smooth diff.

## Q Those attractive dish type wheels.



## Q The suspension set up is simple and very effective.



## Q Anodised rear pod sides and hubs carriers.

although Pete Stevens has found a little mod that makes it even better. To top it all off, there are ready-true tyres and some nice looking aerodynamic dished wheels supplied as standard. All-in-all total construction time took about two hours and certainly backs up Twisters claim of easy assembly.

Unfortunately I ran out of time to run the Cyclone, although I have seen a couple of people running theirs indoors and they seemed to be quite happy with the performance. I know that Pete Stevens and Ashley Whenman have run their cars, but as the track was damp all day, the results were inconclusive.

As the saying goes — if it looks right, it'll go right and the Cyclone certainly looks right.

Available from Pete's Awesome Products, 316A High Road, Tottenham, London, N15 4BP. Tel. 081-801-4323. Price £149.95.