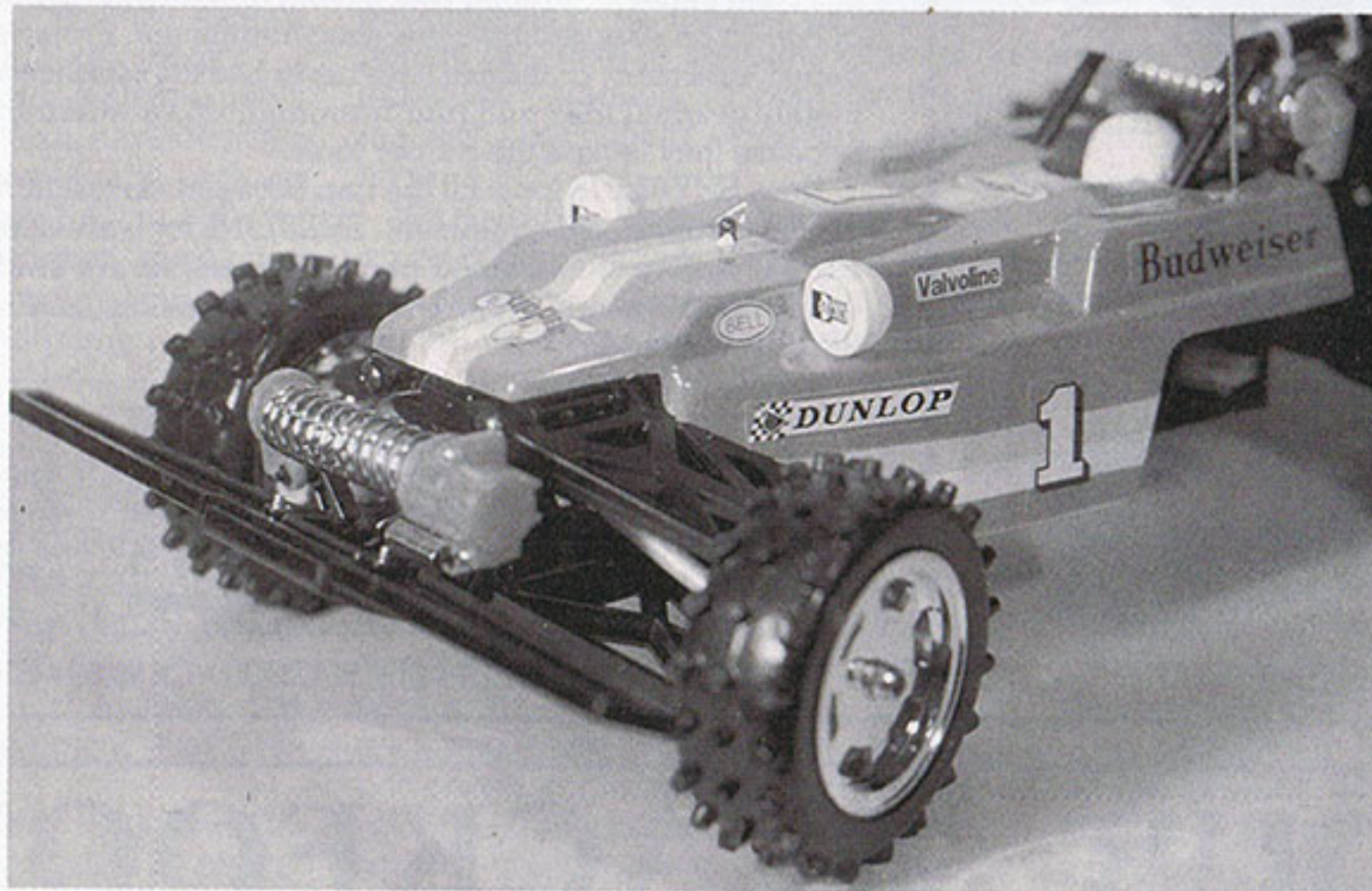


ROYAL

RIPPER



BY C. PETRASK

Let'er rip. . . Royal Products of Denver, Colorado, has just the ticket: a superb new four-wheel drive, four-wheel steering

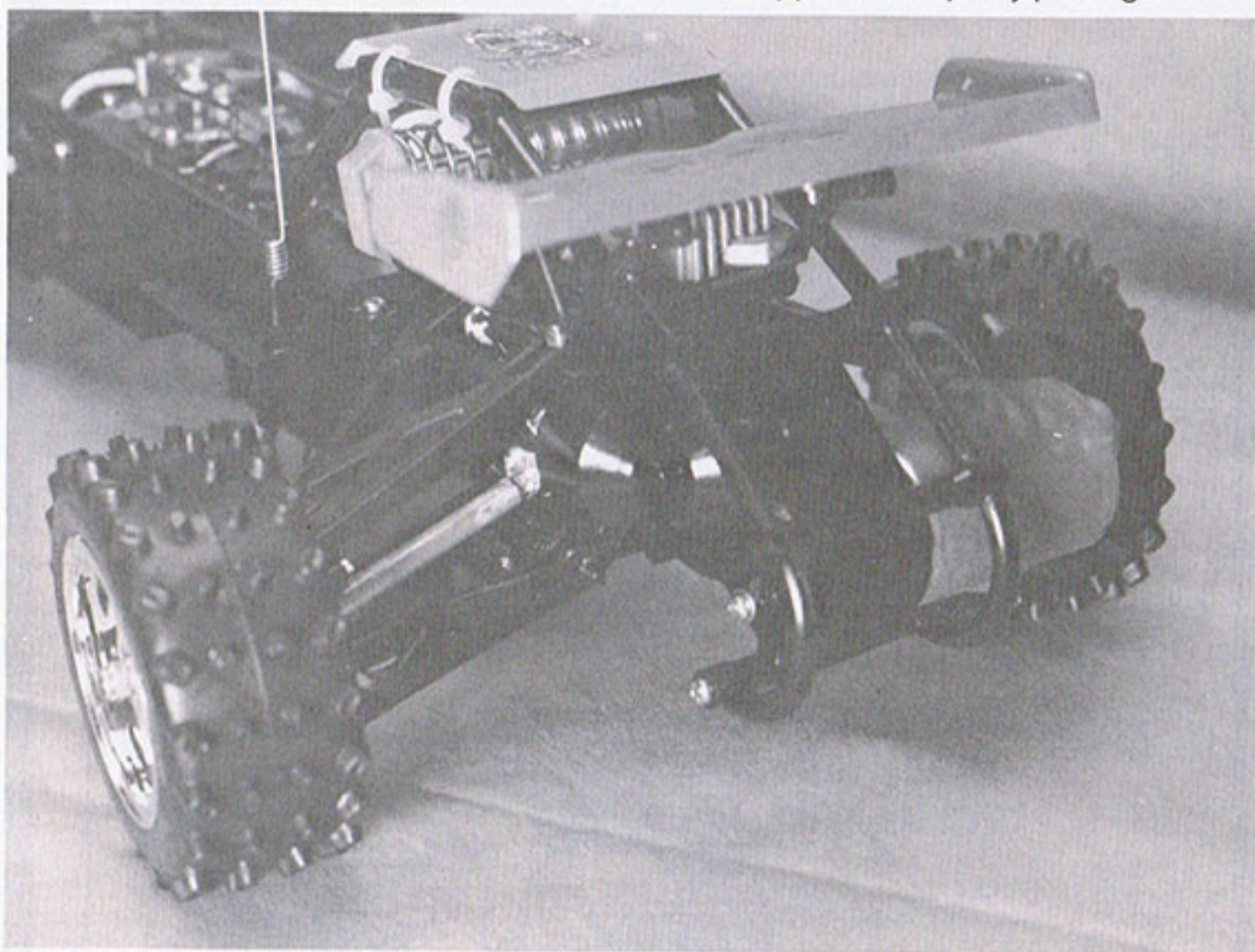
offroad 1/10 scale R/C car called the *Ripper*. It fits into the packaging. But there's more to the Ripper than a pretty package. A com-

plete instruction manual, crammed full of isometric drawings showing the entire assembly of the car, is a plus. All parts are separated into individual plastic packages. It's best to keep the parts in their own packages until you use them.

Even if you have never built a 1/10 scale car before, you'll have no problem with this one. The kit is so complete even the body is painted for you; all you do is add decals. That sure eliminates a lot of work and gets you on the track in no time at all. The Ripper is designed with a wishbone suspension and single spring in front and one in the rear. This tied together with the four-wheel steering makes a good-handling, easy-steering car. You'll also find in the kit a four-way box wrench, allen wrench, another small wrench, a bottle of shock oil, a tube of grease, and a container with liquid thread lock.

To assemble, you'll have to have a Phillips screwdriver, long-nose pliers, a pair of diagonal cutters, and a model knife (Uber Skiver, of course). These are all the tools you'll need.

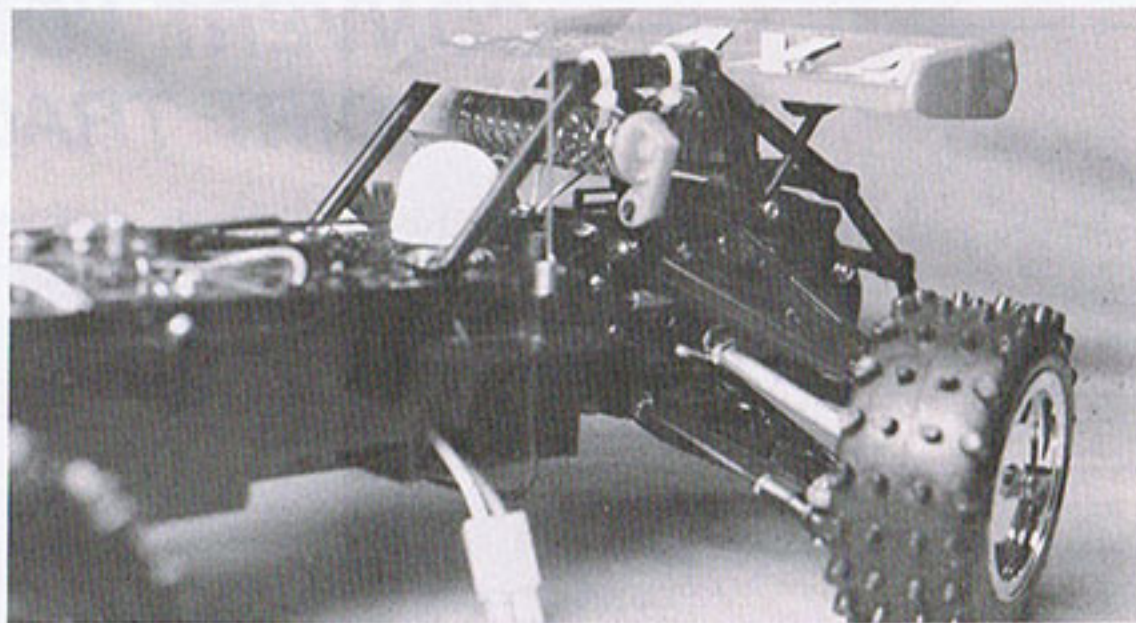
Now you'll have to get yourself a two-channel radio system, a 7.2-volt flat battery pack to power the car and radio, and a 7.2-volt quick charger. With all this, we are



The Ripper is a 4-wheel drive, 4-wheel steering buggy with wishbone suspension and single-spring shocks front and rear. The stance is wide and sure, making handling easy.



The driver remains to be painted, but the Ripper body comes already painted, ready for assembly and addition of your favorite stickers.



Close up view of wishbone suspension and single-spring shock, mounted laterally. Ripper is a stable performer in the dirt.

finally ready to begin assembly.

The first thing you'll notice that has to be done is something I'm sure you have never seen before in a model kit. It says to boil the plastic parts in water and vinegar for three hours! This is to add some strength and flexibility to the parts. After the parts are boiled, follow the instructions, checking each item off as you go. Everything progresses very smoothly when you follow the manual exactly.

The radio we selected to use was the Challenger 2PX from Aristo Craft. The radio is designed for R/C car operation. It's a pistol grip-type, and its controls are very easy to handle. The transmitter features reversible control for left- or right-handed steering. The steering wheel is equipped with a new break-protection mechanism. If

you apply more force than the wheel can bear, the wheel will turn freely without breaking nor affecting the steering servo. Servo reversing is standard on the 2PX. Battery consumption can be monitored with a glance at the level meter, and crystals can be changed easily from outside.

The receiver is of the latest narrow band design using a ceramic filter to resist adjacent channel interference. The servos included in the system are the HS-402 with an output torque of 42 oz. in. Operation speed of 0.20 a second/60 degrees.

The radio comes complete with battery case for batteries (dry cells), switch harness, and an assortment of output arms and hardware.

Install the radio per the instructions and do exactly as the instructions say about

using the 7.2-volt battery that powers the car to power your receiver. It works great and gives the servos a turbo-charge. The car will stop running long before the radio stops listening.

DRIVING

Make sure the battery pack is charged. Turn on the transmitter, the switch on the car, and the moment of truth has arrived. A squeeze of the trigger and the Ripper is off and running. Steering is very positive and precise with all four wheels steering. It seems that the four-wheel steering makes the car easier to drive and eliminates the spinning out that is so easy to do with a conventional front-steering car. If this is your first attempt at 1/10 R/C cars, the Ripper and Challenger combination is a super combination both for price and performance. ●

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