

by Brian Leslie

WHAT'S COOLER than jamming on the gas and lifting the front wheels as you rip down the straight and then power-sliding through the corners with the wheel fully cocked to the right as you carve to the left? That's sprint-car racing, and nothing sounds better to me, so I set out to build the ultimate RC version. Since I was going for "ultimate," I built for performance and beauty. No expense was spared, and the result is the sick machine you see here. Using the Team Associated RC10GT platform, I added the best parts in the industry from the hottest manufacturers. My Ultimate Sprinter features trick components from Hammad Ghuman, Hardcore Racing, Team Associated, Bullet Racing, Fantom, MIP, Pro-Line, Airtronics, RPM and JPS. Check it out!

ULTIMATE ELECTRONICS

AIRTRONICS

Steering servo—94357Z; \$138

Throttle servo—94737Z; \$138

MX3 transmitter—90511; \$105

SERIOUS SIDEWAYS MACHINE

ULTIMATE SPRINTER ULTIMATE SPRINTER ULTIMATE SPRINTER ULTIMATE SPRINTER

ULTIMATE



BEHIND THE WHEEL

The Ultimate Sprinter's first run was in a large parking lot where I knew I could open it up and shake things out with no worries. The Fantom motor had already been broken in, and it started without hassles. I ran a few small circles to make sure everything was working properly and then sent the sprinter screaming away with a full squeeze of the trigger. Fantom definitely made its FR12 strong, and this race car simply rips. It launches strongly and pulls right up to top speed. It doesn't take very long for this car to get from one end of the parking lot to the other.

The parking lot had the usual road grime, and this made it even easier to power-slide the sprint car around; this was a blast! The huge wing delivers a solid, planted feel that keeps you in control; with that big airfoil up top, the Ultimate Sprinter sets up well and has no problem with long, sweeping slides. You can't beat the sight of this beautiful beast running sideways, and the accompaniment of the Fantom Works pipe is sheer nitro music. This sprinter is so much fun to run around that I am 100-percent pleased with how this ultimate project worked out.

SPRINTER

SHOPPING CART

CHASSIS

BULLET RACING

- > Roll cage w/B118 body—BC01; \$198.

HARDCORE RACING

- > Custom-made chassis—priceless!

SUSPENSION

TEAM ASSOCIATED

- > Shock caps (blue)—1598; \$11/pair
- > Shock kit (blue)—3962; \$50
- > Shock-spring kit—1581; \$8
- > Steering block—6221; \$2
- > Front block carrier—6210; \$3
- > Rear A-arms (wide track)—6355; \$5
- > Front A-arms (wide track)—6206; \$6
- > Front axles—6220; \$6

HAMMAD GHUMAN

- > Hub carrier—2300; \$35
- > Shock-spring retainer—5230; \$10
- > A-arm mounts—2200; \$26
- > Rear bulkhead—2100; \$33
- > Upper shock mounts—5200; \$10
- > Rear shock tower—2142; \$33
- > Alloy ball ends—8310; \$10

MIP

- > Gold shock shafts—1115; \$4/pair

RPM

- > Rod ends—73375; \$5/set
- > Center link—70892; \$3

LUNSFORD

- > Turnbuckle kit B3—2004; \$24
- > Hinge-pin kit—3012; \$19

ENGINE & ACCESSORIES

FANTOM

- > Engine FR12—F1011; \$219
- > Works pipe—F035; \$62

BULLET RACING

- > Exhaust manifold—RE4995hd; \$15

TRANSMISSION & DRIVE TRAIN

TEAM ASSOCIATED

- > Stealth transmission—7671; \$83

HAMMAD GHUMAN

- > Top shaft—1100; \$26
- > Idler gear—1526; \$10
- > Diff nut—1804; \$10
- > Tranny brace—1240; \$12

MIP

- > CVD (B2, shiny)—1198; \$29
- > Gold shock shafts—1115; \$4

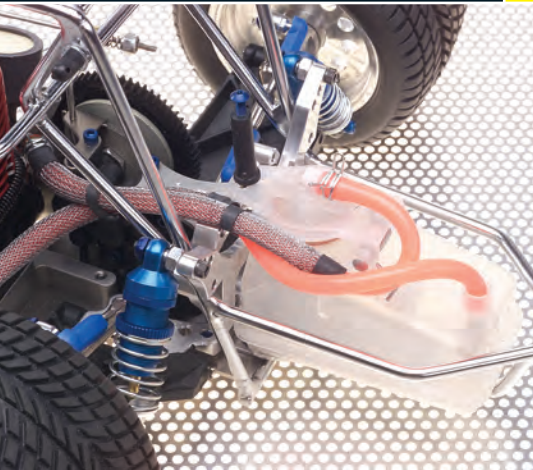
WHEELS & TIRES

PRO-LINE

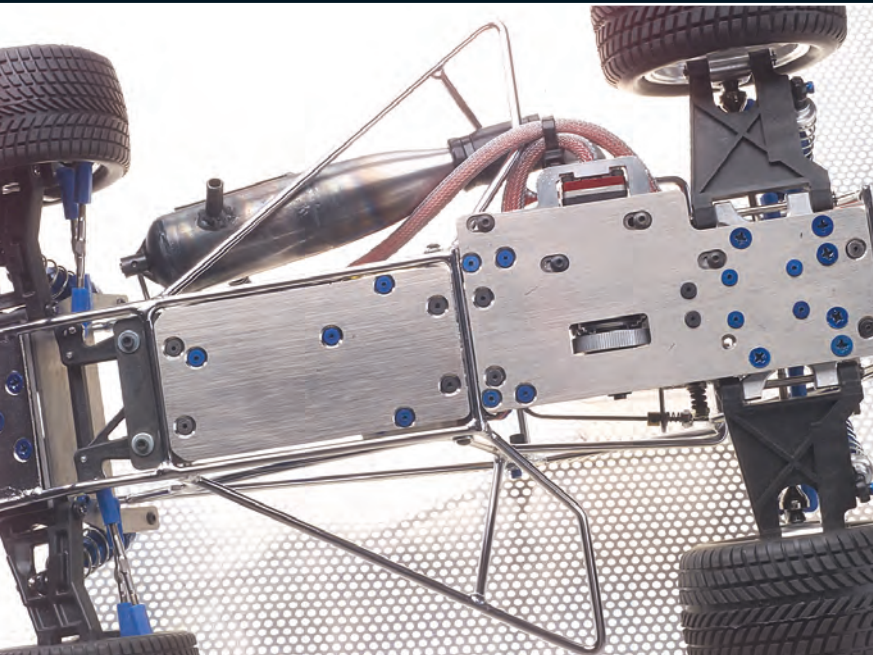
- > Front tires (2.2 in.)—1060; \$17/pair
- > Rear tires (2.2x2.25x3.5 in.)—1061; \$12/pair

JPS

- > 10-hole wheels (F/R)—no part number; \$48/pair

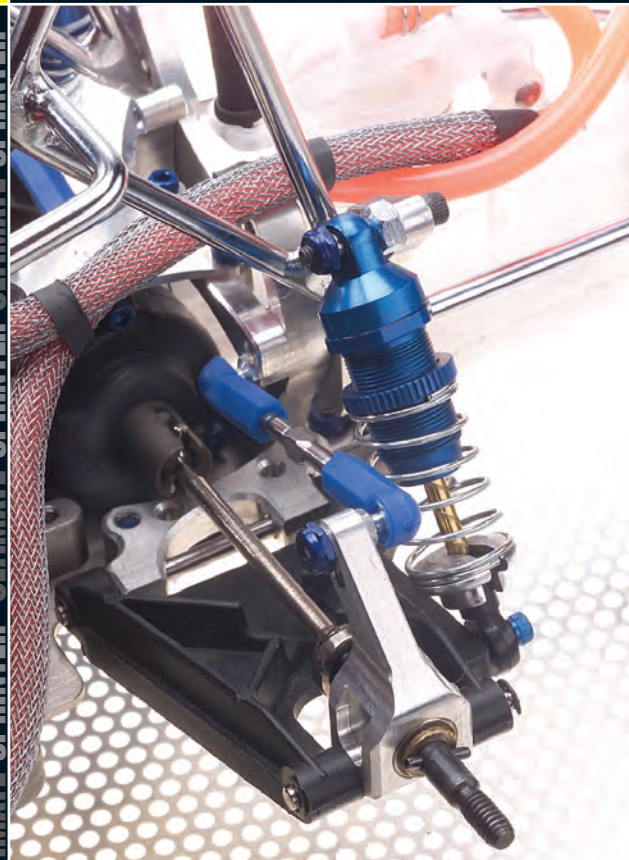


To hold everything together, I used Associated anodized hardware. The fuel lines and pressure tube are covered with electrical wiring nylon "snake" tubing and painted silver to imitate braided line. You have to remove the tail section frequently to access the fuel cell, so it's held in place by a standard post and body clip.



The Bullet frame is completed with a stock RC10GT chassis that must be cut following a template that's included with the tube frame. I skipped this step and instead gave the Ultimate Sprinter three custom titanium pieces cut by Hardcore Racing.

ULTIMATE SPRINTER ULTIMATE SPRINTER ULTIMATE SPRINTER



To achieve the right look and scale appearance, I installed wide-track Associated RC10 buggy A-arms. The rear arms are mounted on Hammad Ghuman aluminum GT zero-degree mounts. The titanium hinge pins and turnbuckles are from Lunsford, and they're paired with hardened-alloy ball joints from Hammad Ghuman and RPM's heavy-duty ball cups.

ULTIMATE SPRINTER



Bullet Racing out of Phoenix, AZ, produces a real “down-tube-style” frame. Made of $\frac{5}{32}$ -inch high-tensile steel rod, it looks like the real thing, it’s rugged and it’s functional; all the welded joints are smooth, clean and nicely filled. Gussets are well placed in high-stress areas. It’s available in 20 powder-coat colors and two plating colors, so you are sure to find the color you want.

SPRINTING FOR LESS

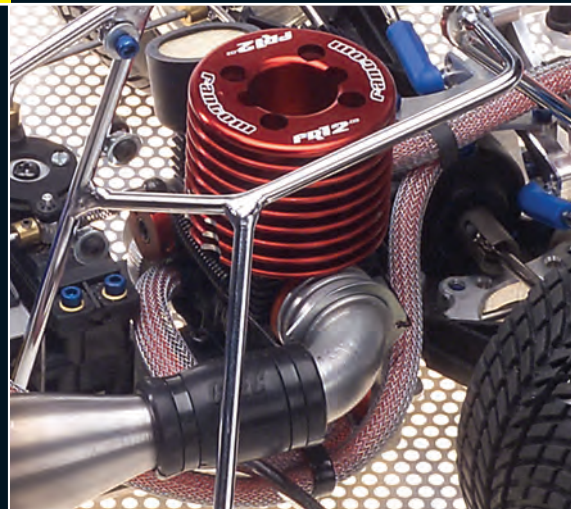
I spared no expense to build a sprinter showpiece, but you can put together a sprinter for racing at a fraction of the cost. All you need is an Associated RC10GT—new or used—and the Bullet Racing cage kit with body. You’ll have to cut the chassis, but making the effort is well worth the money saved. These sprint-car setup tips will get you started after you’ve put your sprinter together:

- Use stiffer springs on the right side.
- Set positive camber at zero or 1 degree on the left front wheel.
- Set negative camber at 1 to 3 degrees on the right front wheel.
- Run the differential almost locked; after completely tightening the diff nut, back it out half as much as you usually would.

Check out the action from the Nitro Tour—a racing series for nitro sprint cars just like the Ultimate Sprinter. For more info on this racing series, log on to dirtoval.com.



PHOTO BY WENDY BOYD



Fantom’s FR12 rear-exhaust racing engine produces 1.15hp with a max rpm of 41,700. All in all, the FR12 is a nice-looking, powerful engine.

SOURCES

- AIRTRONICS (714) 978-1895; airtronics.net.
- BULLET (602) 241-0414; rcsprintcars.com.
- FANTOM (616) 649-9583; fantom-motors.com.
- HAMMAD GHUMAN (518) 782-9255; 1hg.com.
- HARDCORE RACING (888) 928-7223; racinghardcore.com.
- JPS (530) 275-1950; jpspro.com.
- LUNSFORD (541) 928-0587; lunsfordracing.com.
- MIP (763) 535-0939; miponline.com.
- PROLINE (909) 849-9781; prolinerracing.com.
- RPM (909) 393-0366; rpmrcproducts.com.
- TEAM ASSOCIATED (714) 850-9342; teamassociated.com.