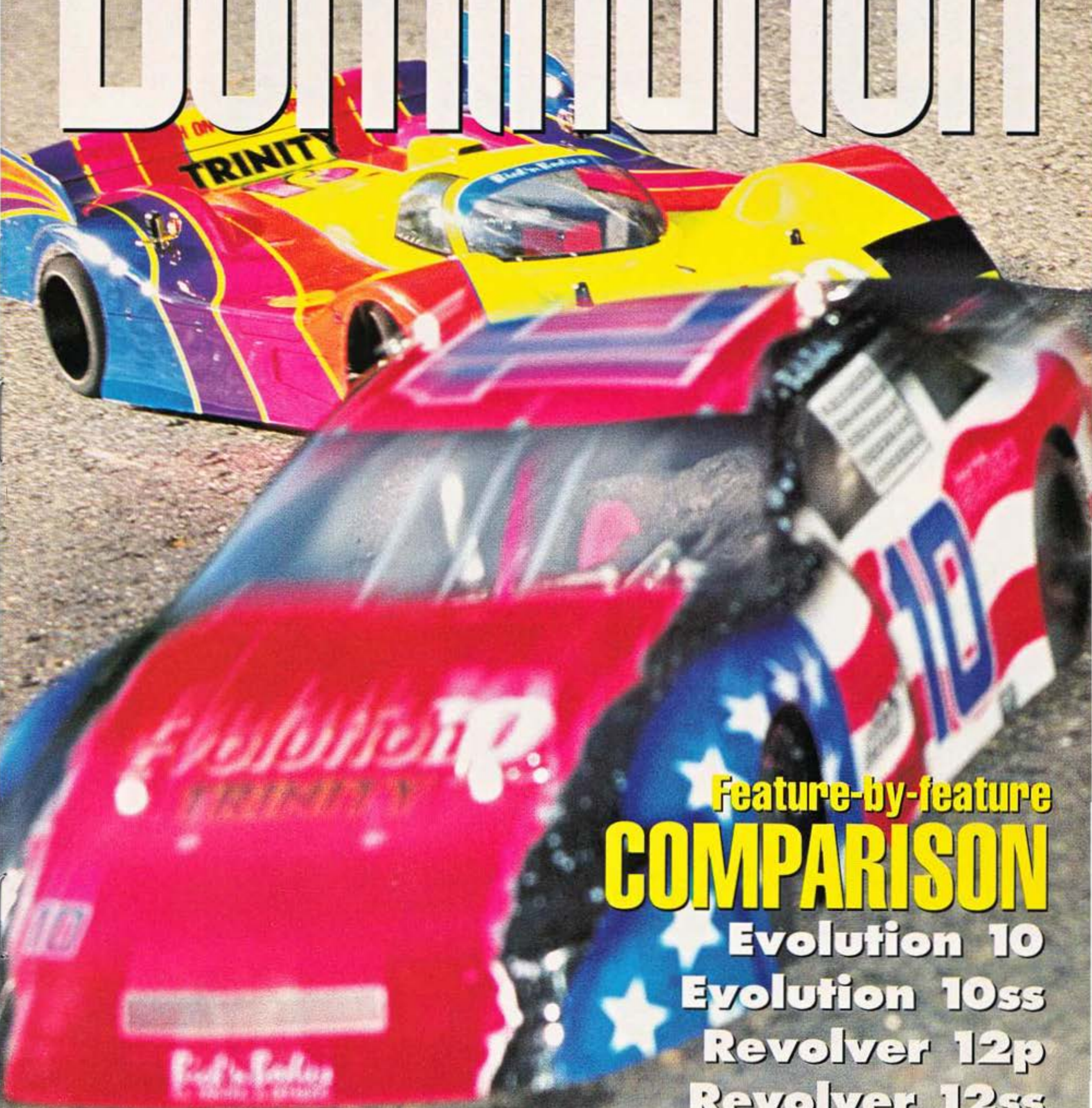


**TRINITY'S ON-ROAD**

# Domination



Feature-by-feature  
**COMPARISON**

Evolution 10  
Evolution 10ss  
Revolver 12p  
Revolver 12ss

# Evolution 10

IFMAR  
WORLD  
CHAMPION

It began with an idea: to make an on-road racecar that breaks tradition; to make a car with a revolutionary design and on-track performance. That's exactly what Team Trinity wanted to do, and at the first-ever IFMAR On-Road World Championships in Pomona, CA, Joel Johnson and the all-new Evolution 10 realized that goal with an unprecedented sweep of not one but all three A-Mains.

## 1 Evolutionary Chassis

The Evolution 10 you can buy at your hobby shop has all the components that Joel used to win the Worlds, starting with its chassis—a very rigid, yet narrow, 0.110 inch-thick plate made out of what Trinity calls “quasi-isotropic pencil graphite.” The chassis is designed to allow the batteries to be mounted lengthwise along its center and give the car a “low polar moment.” Translating into English, this means that because most of its weight is along the center of the chassis, the Evolution 10 can turn in and recover from corners and make directional changes much faster than cars that use conventional saddle-pack battery configurations. In addition, the EV10 uses Trinity's quick-release battery hold-down, and that means no more fussing with strapping tape to secure your pack; just install one body clip and hit the track.

## 2 World-Winning Front End

Up front, the EV10 has Trinity's Reactive Caster Suspension. An extremely rigid graphite plate serves as a stationary lower “A-arm,” while turnbuckle tie rods form a fully adjustable upper A-arm that allows caster and camber to be set independently (to increase the tires' contact patch, and the car's handling). Reactive Caster can be set to allow the kingpin angle to change as the suspension is compressed to provide the best handling possible—lots of steering at both low speeds and high speeds. No compromises necessary.



### 3 Superior Rear Suspension

Equally impressive is the EV10's Triad rear-suspension system. A common problem with the conventional, pan-car, T-plate rear suspension is that, as the plate wears, the suspension action changes and often makes the car handle inconsistently. The EV10's rear pod is suspended from the main chassis by a centrally mounted

pivot ball and twin trailing "locating" links. The pivot ball ensures that suspension action is smooth and consistent in all directions, and the links ensure that the pod's alignment to the chassis never changes. This all means that *you* get a car that handles in the same way every time you put it on the track.

A set of three light, pressurized shocks completes the Triad suspension system. These shocks control the pod's fore-and-aft and side-to-side movement, and they're mounted to provide consistent damping, no matter in which direction the pod moves. In addition, you don't have to fuss with setscrews to set the car's tweak; just adjust the spring collars on the two outboard shocks.

### 4 Fast Package

Light drive hubs, high-quality ball bearings, a light graphite rear axle, and a super-smooth, ball-bearing-supported differential with a Magic Motorsports 64-pitch spur gear round out the EV10's winning package. If you want to be fast on any 1/10-scale roadcourse, look no further than the EV10. This car is holding *all* the aces!



## S P E C I F I C A T I O N S

Scale ..... 1/10  
 Part no. .... EV0010  
 Price ..... \$349.99

**DIMENSIONS:**  
 Wheelbase ..... 10.25 inches  
 Front track ..... 7.125 inches  
 Rear track ..... 7.25 inches

**CHASSIS:**  
 Type ..... Plate  
 Material ..... Graphite

**DRIVE TRAIN:**  
 Type ..... Direct drive  
 Differential ..... Ball  
 Bearings/Bushings ..... Class  
 7 ball bearings

**SUSPENSION:**  
 Front: Type ..... Reactive  
 Caster Suspension  
 Damping ..... Floating  
 kingpin/coil springs  
 Rear: Type ..... Triad  
 three-dimensional damping  
 Damping ..... Three pressure shocks

10  
PROCAR  
WORLD  
CHAMPION

Evolution

**T**he easiest way to turn a wide roadcourse car into a superspeedway racer is simply to design a skinny chassis that will take all the wide car's components. Most manufacturers do this, but it isn't what Trinity wanted. Instead, they de-signed an entirely new car that has the technology that made the EV10 a world-beater and the features most sought after by oval racers, e.g., an adjustable wheelbase and wheel track. The result of their efforts is the Trinity EV10ss—a car that delivers what its makers promise: winning performance without compromise.

## 1 Champion Chassis

First, Trinity designed a chassis for its oval car. Made of the same, high-quality graphite as that of the EV10, the EV10ss's chassis places all six cells to the car's left side. Unlike a conventional left-turn-only chassis, the EV10ss's chassis lets you mount the batteries in one of two locations: farther out (for racing on flatter oval tracks), or more toward the center (for racing on tracks with more steeply banked turns). Being able to make this adjustment gives you more control over the car's roll rate and recovery; in other words, you set how quickly the car "straightens out" after a turn.

## 2 Fast-Reacting Front Suspension

Of course, the EV10ss uses Trinity's Reactive Caster Suspension up front, but it has been specially tailored for use on oval tracks. First and foremost, the entire suspension is narrower—to give the car a front wheel track that's narrower overall.

In addition, in the main plate, there's now a

second hole for the suspension's front link. This extra hole allows you to shorten the front rod, so the caster change that occurs as the suspension is compressed will increase and give the car more steering at low and medium speeds; yet it will still have high-speed steering response. To improve tracking and increase stability on long straights, the EV10ss uses trailing-type steering blocks instead of in-line ones like those on the EV10. Also, you can lengthen or shorten the car's wheelbase; its length depends on which set of mounting holes you choose when you



attach the front suspension to the main chassis. A longer wheelbase makes the car more stable on big tracks, while a shorter car is better for smaller, tighter tracks.

### 3 Race-Winning Rear

Trinity also adapted its race-proven Triad rear suspension to the EV10ss. The new, narrow rear pod is attached to the main chassis by a centrally mounted pivot ball that permits the pod to move freely in all directions. Two adjustable alignment links hold the pod square to the chassis, but the links are offset, i.e., they're mounted at different distances from the center pivot ball. This offset actually improves the car's ability to corner quickly, because it causes the car's left-side wheelbase to shorten as the car turns. You can also adjust the rear wheel track (width) of the EV10ss by choosing from the variety of axle spacers that come with the kit. When racing on larger, faster tracks, use a narrower wheel track; on shorter, tighter tracks, set the spacers for a wider track.

### 4 Faster Is Better

Without a doubt, the Evolution 10 is a tough act to follow, but Trinity's EV10ss is certainly a worthy addition to the family. It has proven itself as dominant on high-banked superspeedways as the EV10 is on roadcourses.

## S P E C I F I C A T I O N S

Scale ..... 1/10  
 Part no. .... EV0009  
 Price ..... \$369.99

#### DIMENSIONS:

Width ..... 7.625 in.  
 Wheelbase ..... 9.94 in.  
 Front track ..... 6.125 in.  
 Rear track ..... 5.875 in.

#### CHASSIS:

Type ..... Plate  
 Material ..... Carbon graphite

#### DRIVE TRAIN:

Type ..... Direct drive  
 Differential(s) ..... Ball  
 Bearings/Bushings ..... Class  
 7 ball bearings

#### SUSPENSION:

Front: Type ..... Reactive  
 Caster Suspension  
 Damping ..... Floating kingpin/  
 coil springs  
 Rear: Type ..... Triad 3-dimensional  
 damping  
 Damping ..... Three pressure shocks

# Revolver 12

ROAR  
NATIONAL  
CHAMPION

**R**umor has it that  $\frac{1}{12}$ -scale road racing is only for the experienced, and it has been said that all  $\frac{1}{12}$ -scale cars are finicky things, the slightest misalignment of a component wreaking havoc with their handling, and, as parts wear, the cars never "feel" the same again. Perhaps, at one time, this was true; but Trinity's new Revolver 12p and 12ss (superspeedway version) may very well shatter the myths that surround  $\frac{1}{12}$ -scale cars and involve a whole new group of enthusiasts in a highly competitive and rewarding racing experience.

## 1 Scaled-Down Chassis

The Revolver 12p is for 4- to 6-cell roadcourse racing, and the 12ss is for oval tracks. Many of their major components are the same, e.g., the front suspension and rear pod, but their chassis and overall dimensions are quite different.

The 12p's chassis features a medium-length wheelbase that provides plenty of steering on both tight tracks and larger tracks that have sweeping turns. The cells are arranged on the chassis in saddle-pack fashion, with three cell slots on each side. When using four cells, this setup gives more flexibility because you can



## 2 Super Suspension

Both the Revolver 12p and 12ss make use of Trinity's Reactive Caster Suspension system—the same type of front suspension used on the World Champion Evolution 10. Though its main graphite plate has been scaled-down to fit the smaller  $\frac{1}{12}$ -scale car's chassis, the rest of this highly tunable suspension is identical to that of its big brother: the "legs" of each upper A-arm are fully adjustable, so you can set caster and camber; you can also set how much caster will change as the suspension is compressed.

Additionally, the graphite lower plate has a second set of mounting holes for each leg of the upper A-arm. This allows you to shorten each leg to alter the rate at which the front camber changes during suspension action. If you want, you can shorten just one leg of each A-arm to set the suspension's "reactive" caster effect to suit your particular taste.

mount the cells farther forward for more steering, or more toward the rear for more traction. The chassis used for the 12ss is your basic left-turn-only variety, with all six battery slots on its left side for better weight distribution. For improved stability and superior straight-line tracking, the 12ss's chassis provides a wheelbase that's a full inch longer than that of its road-course cousin.

# 3 Loaded Revolver

From the chassis backward, the Revolver 12p and 12ss are twins. The rear pod has graphite upper and lower plates and an aluminum motor-mounting plate and side plate—options on most other cars.

A fiberglass T-plate that rides on two pivot balls for smooth action attaches the pod to the main chassis plate and provides the proper amount of side-to-side roll resistance.

A single, light, pressurized shock controls front-to-rear damping, while a neat damper tube controls the pod's side-to-side motion. Altering the viscosity of the lubricant used in the damper tube lets you control the speed at which the car reacts to your steering input and how quickly it "recovers" from a turn.

In addition, both cars feature fully adjustable ride height; a light, graphite rear axle with a bearing-supported racing ball diff; aluminum drive hubs and wheel hubs; and an assortment of

axle spacers that let you set the car's rear track to the width you want.

The Revolver 12p comes with mounted and tried Green-compound TRC foam tires on ZR1 wheels as standard equipment, while the 12ss includes Green rears and three-quarter-width Blue-compound fronts—also by TRC.

If you still don't believe that Trinity's Revolver 12p and 12ss were specifically designed to be the best 1/12 scale racers—right out of the box—then check the ROAR record books and read about its two newest national champions!!



## S P E C I F I C A T I O N S

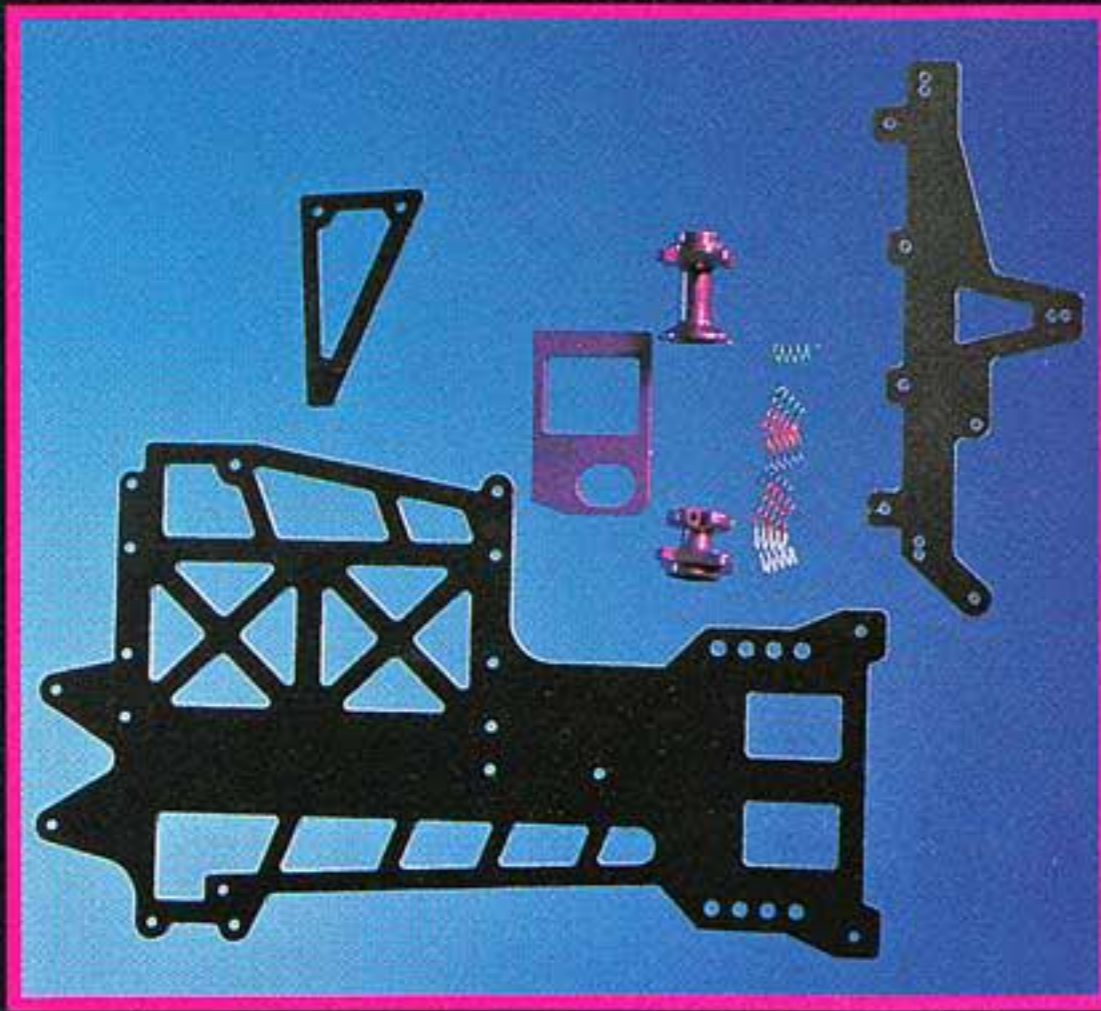
Scale .....	1/12
Part no. ....	RR001 (12p); RE002 (12ss)
Price ....	\$275 (12ss), \$250 (12p)
<b>DIMENSIONS:</b>	
Wheelbase .....	8.69 inches
Front track .....	5.375 inches
Rear track .....	5.125 inches
<b>CHASSIS:</b>	
Type .....	Plate
Material .....	Graphite
<b>DRIVE TRAIN:</b>	
Type .....	Direct drive
Differential .....	Ball
Bearings/Bushings .....	Class 7 ball bearings
<b>SUSPENSION:</b>	
Front: Type .....	Reactive Caster
Suspension .....	
Damping .....	Floating kingpin/coil springs
Rear: Type .....	T-plate/dual pivot ball
Damping .....	Pressure shock/damper tube

**ROAR NATIONAL CHAMPION**  
**12p**

# Revolver

# Accessories

It isn't easy to improve the world's best on-road cars, but with these high-quality add-ons from Trinity, you'll be able to boost the performance and looks of your EV10, EV10ss, and Revolver 12p and 12ss.



## EV10 AND EV10SS HOP-UPS

PART NO.	DESCRIPTION	PRICE
EV4052	Superspeedway front-end rebuild kit	\$19.99
EV4050	Superspeedway, narrow, purple-anodized lightweight clamping hub	\$29.99
EV4051	Superspeedway lightweight purple-anodized hub set (both sides)	\$49.99
EV4045	Lite superspeedway chassis	\$82.00

EV4046	Lite superspeedway pod plate	\$29.00
EV4047	Lite superspeedway nerf wing	\$10.99
EV4048	Lite superspeedway chassis brace (for sway bar)	\$26.00
EV4049	Lite superspeedway graphite upgrade (all parts above)	\$137.00
EV4030	Large-volume shock (more capacity)	\$24.99
EV4019	Superspeedway sway bar kit	\$29.99
EV0123	Rear shock spring kit (15 pieces)	\$22.50
EV0124	Superspeedway, narrow, graphite shock/body-mount plate	\$29.00
EV4053	Front-end rebuild kit	\$19.99
EV0120	On-road lightweight clamping, aluminum hub purple-anodized	\$29.99
EV0121	Superspeedway lightweight, aluminum diff hub (purple-anodized)	\$22.99
EV0122	On-road wide, aluminum diff hub (purple-anodized)	\$23.99
EV0132	Constant-rate front spring set (7 pairs)	\$12.79
EV0133	On-road solid graphite axle	\$22.00
EV4021	Superspeedway solid graphite axle	\$22.00
EV0134	On-road short track graphite chassis	\$79.99
EV0135	EV10 wide front axle plate (0.3 inch wider than stock)	\$20.00
EV0138	Diff-pinning kit (all hardware, plus drill bit)	\$2.99

## REVOLVER 12P AND 12SS HOP-UPS

RE1025	4-cell graphite chassis	\$49.99
RE1026	"Orlando" T-bar with 45-degree lay-up	\$6.99
RE0005	RCS front suspension kit for the Assoc. 12L	\$49.99
RE0003	12L to Revolver 12p conversion kit	\$199.99
RE0004	12L to Revolver 12ss conversion kit	\$205.00

**F**acts are facts. In its first outing, the EV10 rocked the world at the IFMAR champs, sweeping all three A-Main events—pretty impressive! Next, Trinity applied this world-winning technology to its new superspeedway chassis. The

result? Records were broken at tracks all over the country, and the EV10ss became the first-ever PROCAR World Champion. Next stop: 1/12 scale. Two new chassis—the Revolver 12p and 12ss. Two new ROAR National Championships.

With a track record like this, no one can dispute the fact that Trinity has taken the on-road racing scene by storm, and you can bet your bottom dollar that there'll be plenty of rival car companies burning the midnight oil just trying to figure out what hit 'em!