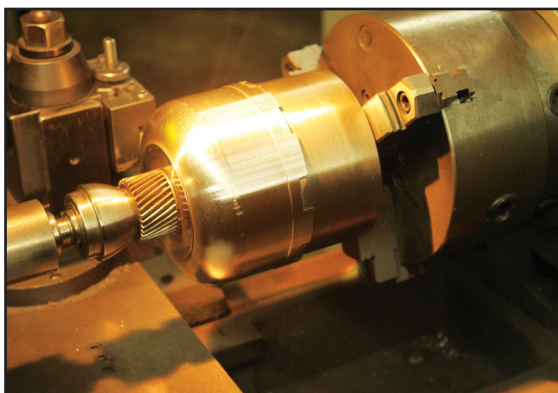


C4 development is Dynamic Racing Transmissions (Branford, CT) and they got a jump on the competition when their C4 packages were used extensively in super-quick street-legal classes long before Renegade was even a reality. The company has been involved with the top players in Renegade since its inception and that still holds true today. Dynamic's active role in Renegade has led to countless national event wins and NMRA championships. Along the way the company continued to poke and prod at the popular transmission as it realized the excellent street/strip sales potential and Renegade became the company's calling card to advertise its capabilities.

Over the years several packages have been developed to keep up with the growing demands in power from the super-charged fields of Renegade. Today Dynamic offers five levels of C4 transmissions to suit a variety of needs from the basic Street/Strip package to the top-of-the-line "X6" version that can hold up to 1,300 horsepower as evident by the low eight-second Renegade cars that compete at 3,200 pounds. The company even has an option that allows the three-speed to



>> The technician building our transmission, Tony Apuzzo, says that the drive shell in the Mighty Mite M2 gets lightened and polished. Here he was finishing up modifying the drive shell that was installed in our Mighty Mite M2 transmission. All the drive shell modifications are done in-house where Dynamic can keep an eye on quality control and inventory levels.



>> The Mighty Mite M2 comes standard with a three-pin planetary and its highly modified for this application in order to hold up 1,100 horsepower. The highlight of the modifications includes three-bearings installed on the thrust side of the planetary gear. The thrust side is where the gear overheats. Dynamic also modifies a six-pin planetary for those looking to make 1,300 or so horsepower. And for the naturally aspirated crowd like NMCA NA 10.5 racers, Dynamic makes a super lightweight planetary.

Package Deal

The transmission isn't complete without a torque converter so we turned to TCT, a division of Dynamic Racing Transmissions in order to get a properly spec'd converter for our combination. The nice thing about dealing with a company like Dynamic, they've been in the business a long time and chances are that their torque converter techs can match the right unit to your combination fairly easy. A spec sheet is e-mailed to customers and it requires a good deal of information. This is one of those times when inflating numbers will definitely hurt you. The company requires everything right down to bore/stroke, exact camshaft specs, and even valve sizes and the type of cylinder heads. Miller said they can build a converter that is right without the exact specs but it just makes the job harder. TCT offers 90-day free stall speed adjustment services if you find the stall speed to be incorrect on the first try.

We told the TCT tech rep right off the bat that our goal was a true street/strip car and the shift rpm would be in the 7,500 to 7,700 rpm range. We wanted a converter that was a little on the tighter side so we could still enjoy the coupe on the street—who wants a 5,000 stall torque converter in a street car? Not us. They came up with two options, a New Generation 9.5-inch diameter converter or one of the company's Renegade 9-inch combinations. Both would stall around 3,500 rpm with the New Generation 9.5-inch unit holding up to 800 or so hp and the Renegade holding just about anything we could throw at it. In fact, just as the name implies it was developed in

the NMRA Renegade ranks and is rated to well over 1,500 horsepower. We decided to go with the Renegade torque converter with a billet cover. The converter costs a little bit more money but it is something that is durable and if we get more serious down the road we can just have TCT modify it to suit our needs. The Renegade 9-inch converter will also offer much less slippage on the top-end—around seven to eight percent.



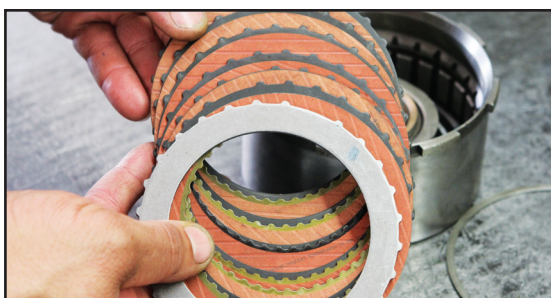
Opening up the torque converter reveals quite a few parts and pieces. Pictured is a stator that the TCT experts selected specifically for this application. The pump and turbine are furnace braised for durability and TCT includes a billet steel hub and a billet steel pump impeller in the Renegade torque converter line. All TCT torque converters come standard with rollerized bearings no matter what level of performance.



We opted for the 9-inch Renegade torque converter that has a billet front cover. It is rated to over 1,500 hp, which is far more than our little supercharged combination will be putting out.



The torque converters are modified, built, and welded in-house. TCT also balances each torque converter and pressure checks them to ensure the highest quality and best performance.



Today Dynamic offers five levels of C4 transmissions to suit a variety of needs

>> Alto Red clutches with koline steel plates are installed in the high-gear drum and Apuzzo sets 'em up snug at fifty-thousandths.