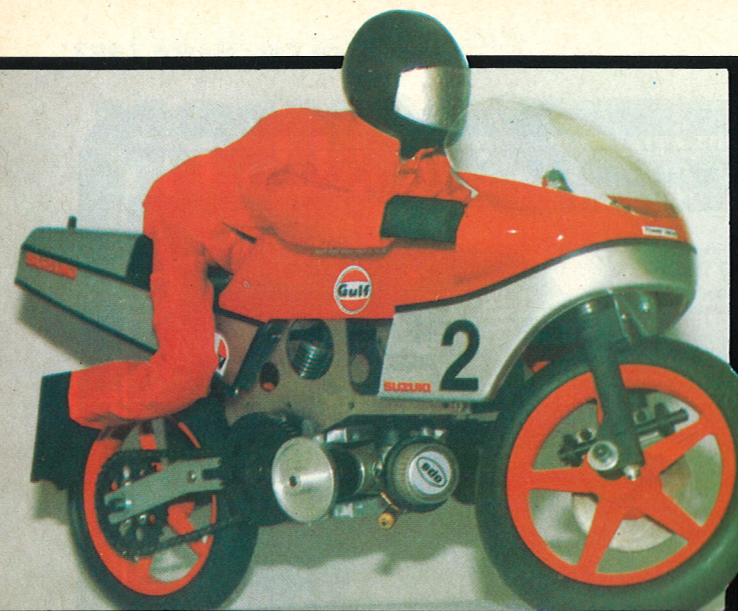


COMMANDO

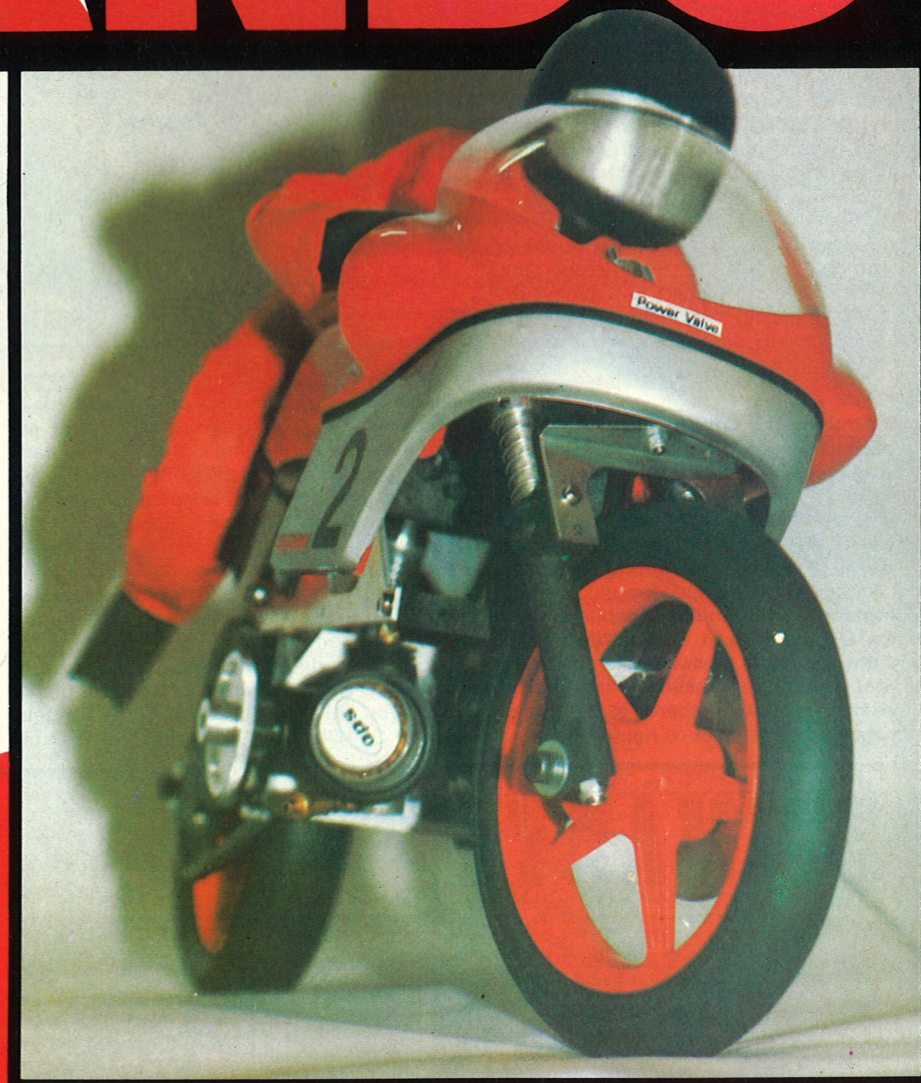


how to assemble the Commando are not provided, only a working drawing and a pictorial parts list for the particular stage of construction you are at, so first things first the Commando is not for the absolute beginner. Having had one moan there won't be anymore, the layout of the Commando is superb, every working part is logically located making for a reasonably fast assembly time. Quality of the parts used in the kit are superb, glass reinforced nylon and aluminium make up 90% of the Commando, the fit of both these materials whether to each other or in combination is perfect.

Both front and rear wheels are modern, five spoke type, moulded in red plastic,



again the moulding quality is first rate. Front wheel is fitted with a single aluminium disc, operated by a cable, what else, the disc is a floating fit due to the fact that the front wheel can be adjusted for track. The rear wheel houses the chain sprocket, another piece of miniature engineering that would do justice to the real thing is the main chain drive complete in every detail, right down to the split link. Finally both front and rear tyres are medium rubber compound slicks. Rear swinging arms are a composite of glass filled nylon with bolt on aluminium outriders, the swinging arm is held to the frame using a single monoshock system obviating the need for a diamond frame enabling

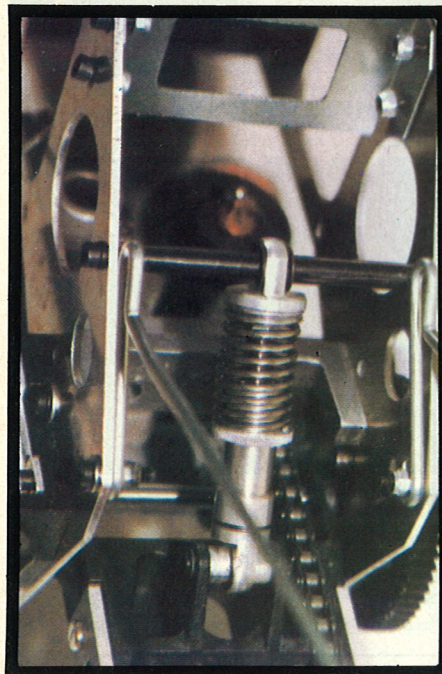
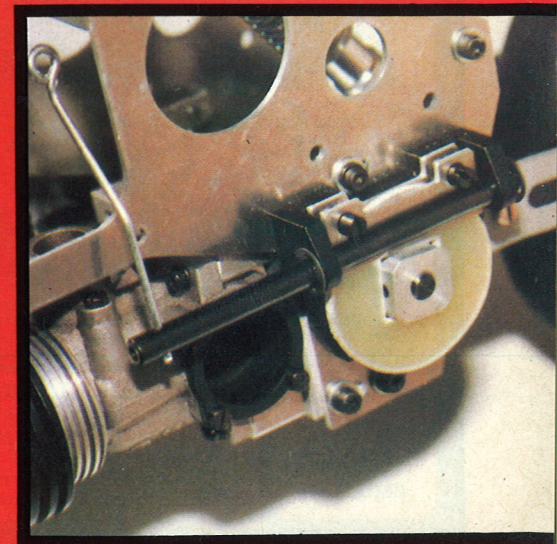


Above left: single front disc is cable operated and works rather well. Above: the Italian mini superbike in all its glory. Left: engine fits neatly into the Commando's monocoque frame. Right rear disc brake is located on the drive sprocket layshaft.

a monocoque to be employed. Rear brake is fitted, inboard fashion to the drive cog layshaft, both front and rear disc brakes are operated off the reverse side of the throttle servo.

A Picco .21 is used to power the Commando being ideal to use with the Commando's expansion box type silencer, the motor is mounted so that the drive is transmitted through a clutch directly to the rear wheel. Fuel is stored in a tank slung under the engine, placing the fuel tank in such a position gives two obvious handling advantages, the centre of gravity is kept as low as possible, and fuel sloshing is kept to a minimum as movement around the Commando's longitudinal axis is also at a minimum at this point.

The Commando's monocoque frame is also used to mount the ingenious swans neck that holds the front forks, it is arranged so that the steering servos, yes there are two, actually tilt the whole ar-



Single monoshock suspension works well and is in keeping with the mini superbike image.

Radio Race Car reviews the hottest mini superbike from Italy.

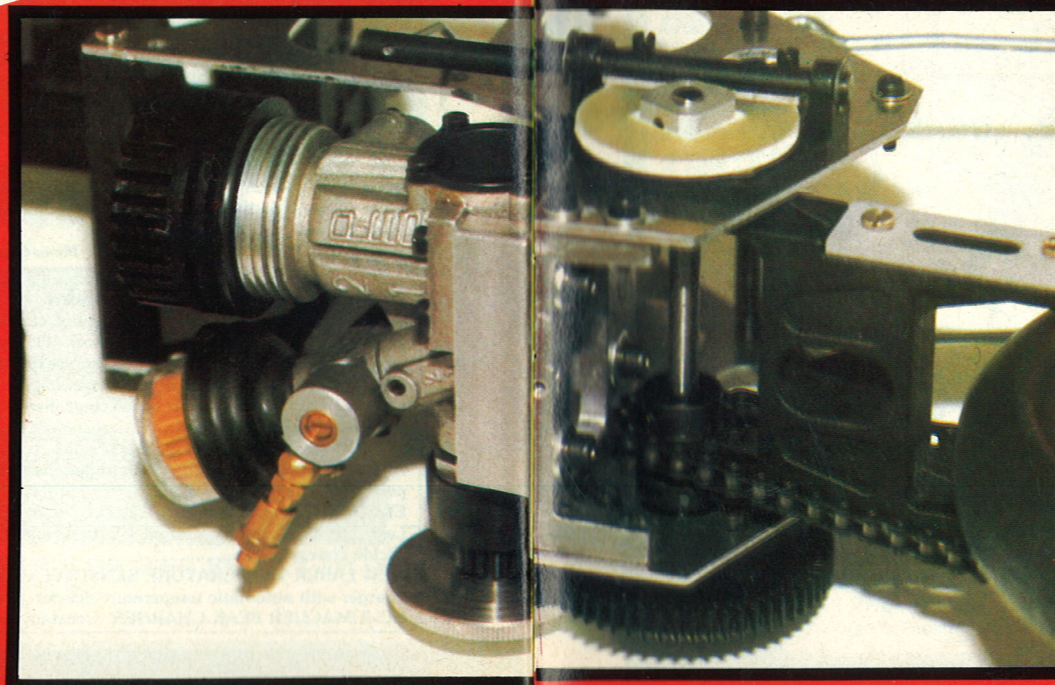
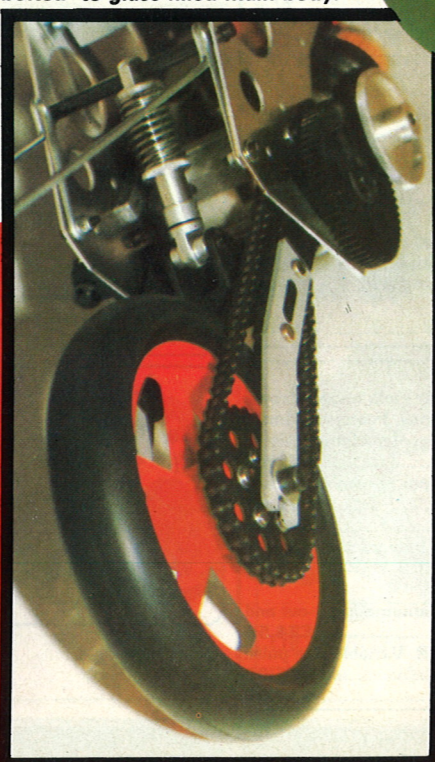
Throughout the centuries Italy has been noted for raising great architects, famous leaders, the Roman armies etc, etc. Her fame has risen to great heights yet again thanks to D.W.A. Modelle's mini superbike. What you may ask is a motor bike doing adorning the pages of Radio Race Car? Well, motorcycling is a motorsport and it would be such a shame to miss the opportunity of bringing to you such a superbly engineered model.

The D.W.A. Modelle Commando arrives neatly boxed with all of the many components safely bagged and labelled, labels on the bit bags coincide with the assembly blow ups, notice the words carefully chosen, actual instructions showing



Above: Superbly engineered front forks employ dual springs and single damper.

Below: swinging arm outriders are bolted to glass filled main body.



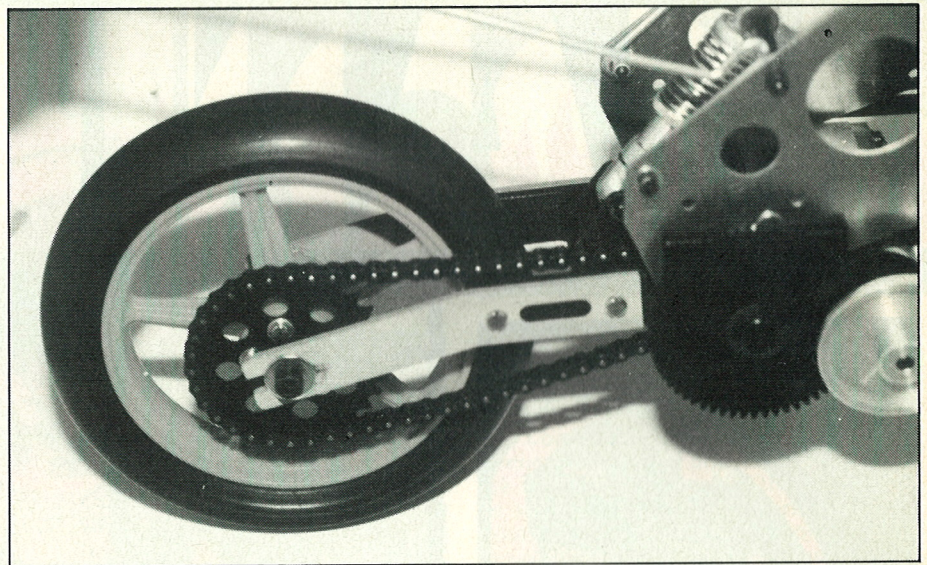
range from side to side, the front wheels castor angle is so set, that as the front forks swing the front wheel turns in the opposite direction thereby giving directional control. Front forks are set up as per real live racing bike dual springs coupled to a single damper, set relatively hard this works well.

The saddle stay is steel wire, this serves a double purpose by holding the receiver batteries firmly in place. All fairings are moulded in Lexan giving good knock resistance, one thing this mini superbike really needs. The last part to be completed is of course the rider, he is carved from foam block and wire and contains the receiver, a vital piece of equipment, riders helmet once again is in Lexan.

All in all the Commando, as you can see from the pictures is a splendid piece of equipment, beautifully engineered and capable of being finished to a high standard, as for racing well that's another matter.

Go For It

Controlling the Commando on the track is perhaps more of a practised art than driving a car. Some of our readers will remember of the Electro Rider which featured similar type of steering and control but was powered by an electric motor and nicads. This was fun to drive although probably not exhilarating. The Picco powered Commando is fun and very exhilarating to drive. On the track it is most impressive and the technique of steering is one that is to be gained by practice when making turns it must be remembered that releasing the stick or wheel back to neutral does not



Above: Two self tapping screws hold the swinging arm outriders to the main body.

itself bring the bike back upright and this is to be done by actually putting reverse action on the controls to bring the bike back upright. If it sounds difficult it isn't just get some practice on a large open asphalt area and you will soon be ready for the track.

Using a high performance .21 car engine great care should be put on excessive throttle use as response and acceleration can be phenomenal. If you are looking for something different, exciting and a lot of fun, the DWA Commando must be the kit for you. Manufactured by DWA Models, SAS Stabilimento, Ed Uffici Via Asti 59,

Below: The working drawing that accompanies the commando is at first sight daunting, follow the dots carefully.

10026 Santena, Torino, Italy and, for the US readers, the Commando is distributed in the US by The Ranch Pit Stop, 1655 East Mission Blvd, Pomona, California 91766.

