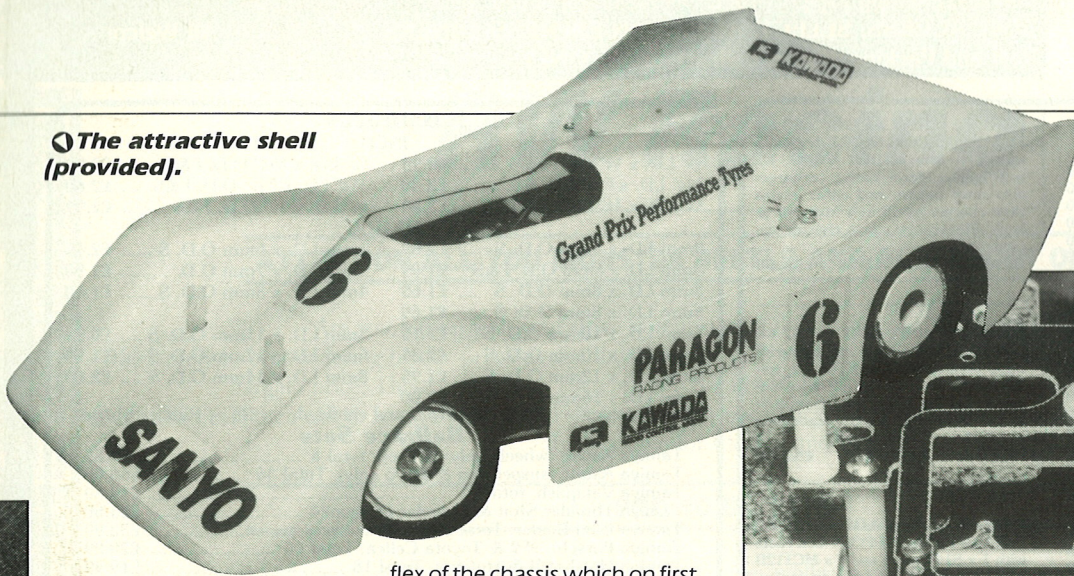
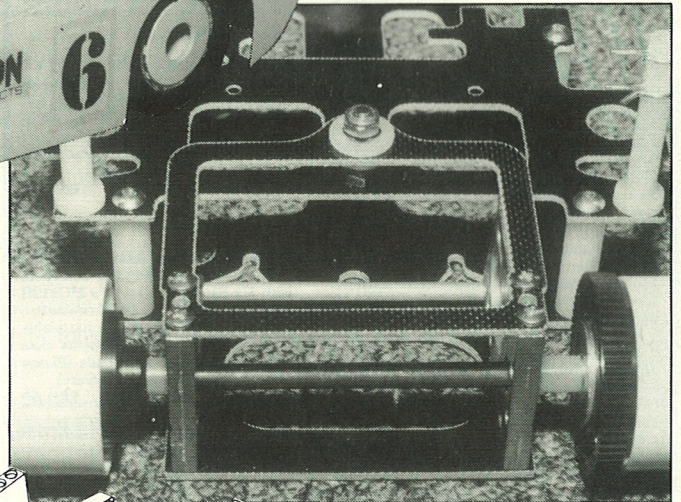


◻ **The attractive shell (provided).**



◻ **All very similar to the Associated RC 12i, note the 3/16in. steel axle.**



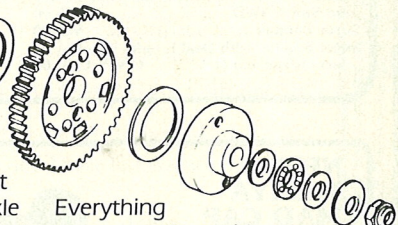
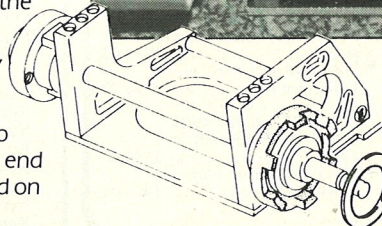
◻ **Diff unit. It follows the lines of other popular 1/12th cars.**

**The Kawada Wolf RX 230**

This is the car that at present is being sold by Brampton Radio Models as a "starting step" to 1/12th circuit racing. The kit I received for review contains ballraces, tyres, and a body shell, (Brampton provide a Kyosho Sprint 600), requiring you to add radio gear, a set of nicads and a charger, bottle of Tractite and a brush all for £169.95.

flex of the chassis which on first appearances seems a little stiff. Rear damping and radio installation is similar to the old Associated RC 12i but from the pictures you can see how much spare room there is with the latest micro radio gear. I used a KO mini FET servo, the latest Futaba 40 mHz micro receiver and a Gale Force Tornado speed control, and in the end nothing had to be mounted on top of the shaker plate.

The front axles are live using



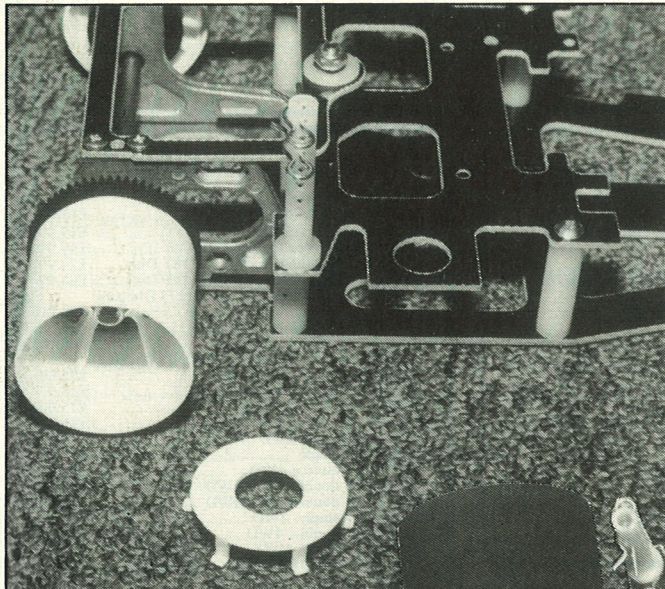
two bearings each side. The rear axle is also ballraced but strangely uses a 3/16in. steel axle with 1/4in. being the norm, and there is unfortunately no ride height adjustment.

The differential is actually in the hub, which the offside rear wheel is fixed to. This means you can change tyres without having to alter your differential setting. The wheels are smartly moulded and aerodynamic plastic facings are also provided for good looks.

Basically there was no fiddling about to do during the construction at all.

Everything went together without any problems. Holes were marked on the body shell, as were the wheel arches and two good night's work was enough to get the car trackworthy.

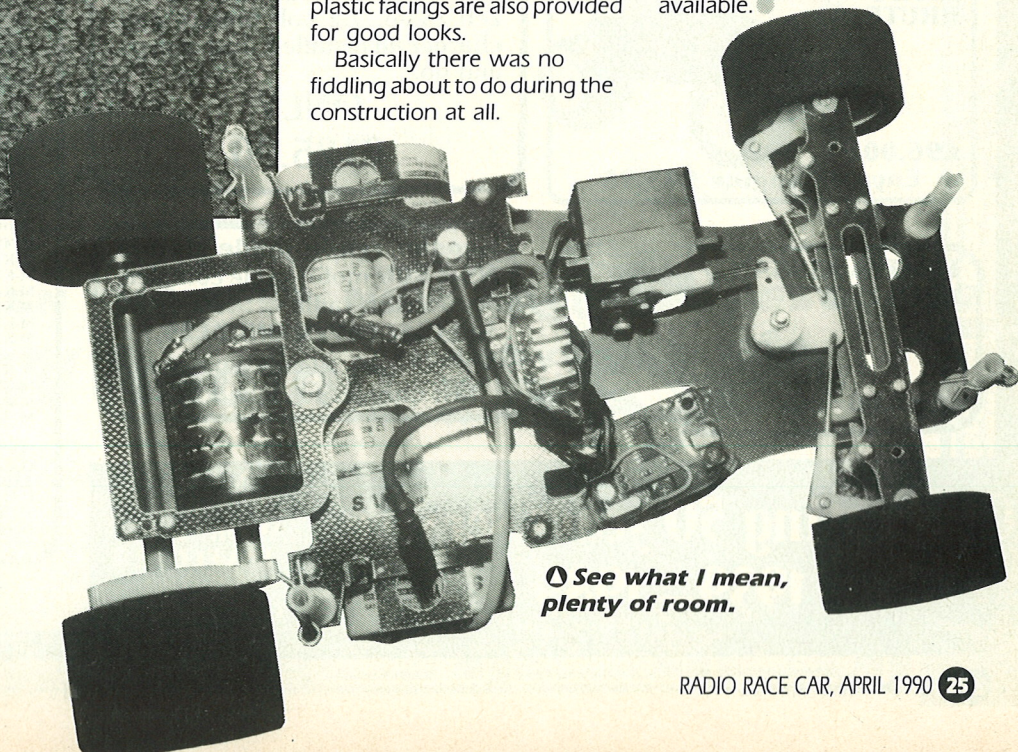
The only thing now is to give it a run which will be covered next month, and also, hopefully, the 4WD conversion that is available.



◻ **Wheel inserts not only add style but also strengthen the wheel.**

Nothing of the kit is built upon opening the box, leaving all the work to be done by you, which for someone who is going to race competitively is the only way.

The front suspension is of the sliding pillar type beam sandwiched between two glassfibre beams. Rear suspension is governed by the



◻ **See what I mean, plenty of room.**