

DAVE PEARSON looks at the new Turbo Rocky.

Having sat down to write this review with a clear idea of where to start and finish, different questions and nagging doubts started to creep in, small whys and wherefores that singularly amount to nothing, but taken as a whole could well be important to most.

Originally it was my intention to compare the new Turbo Rocky with the original Rocky, itself a fine contender that has battled well and taken honours at most levels. Having thought longer on the subject it was maybe not such a good idea, after all some people have not read the Rocky review. Some people who have read the review may not have seen the car perform, they then have only the reviewers comments and conclusions to draw from. Even the best reviewers and there's no doubt that Jim Crabb is in that category can only give their description of what they see, rather like trying to describe the colour red to someone in a dark room at the end of a telephone. Finally next to no one has witnessed a Turbo Rocky in full flight, yet!

The business end, the Turbo Rocky's tail end is about the only bit other drivers will get a good glimpse of, whether used in 8.4 or 7.2 volt trim. Quality of manufacture is evident, all parts fit 100% correctly, even unballanced the Turbo Rocky has the smoothest of smooth differential.

The Colour Red Is ... Well It's Er!
First of all what have we got? The now obligatory well produced box is first on the agenda, again no exception here, box artwork and photographs are well produced showing neatly and clearly the Turbo Rocky's major attributes. Open the lid and items such as shockers, drive shafts, bearings, chassis plate etc., are bubble packed for security and the sake of presentation, after all, the experts say we eat with our eyes, we buy with them too! More about

the bubble packed components later. The rest of the car is packed in plastic bags and boxed for extra security, you do not receive a motor with this car, I only realised this to be so after dialling the suppliers number while reading the box lid, a voice said hello

at the same time as I read "motor not supplied in this kit". You don't half feel stupid wishing a companies receptionist good morning and then carrying on a conversation explaining how you only phoned to find out what the weather was

doing in her neck of the woods. Lesser of the two evils though,, I thought it was perhaps even more stupid explaining you were phoning because you didn't have a motor in your kit. Needless to say I only point this out stop others making complete

TURBO ROCKY



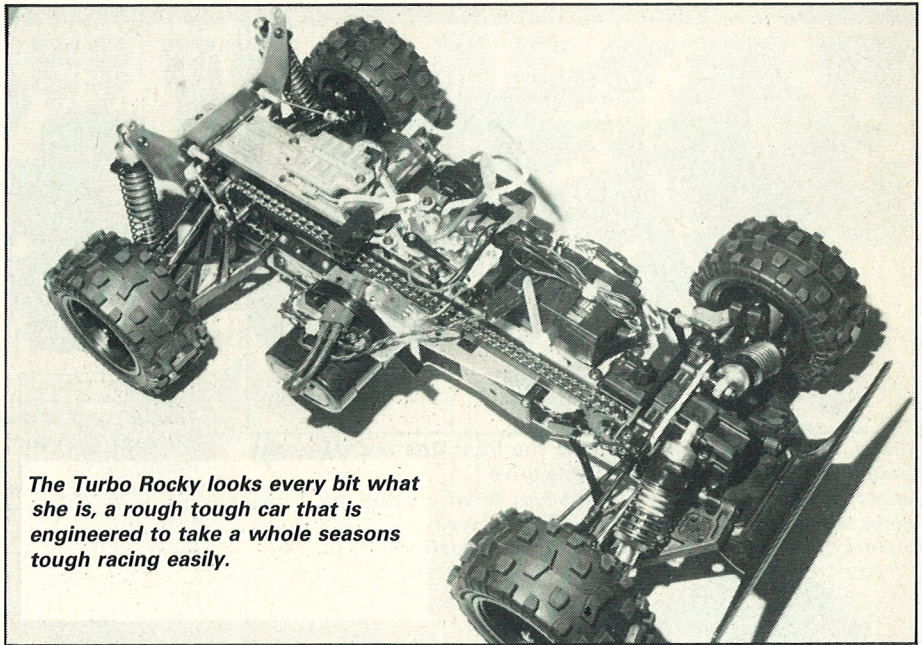
fools of themselves, as well as wasting other peoples time.

The first thing that is immediately obvious is the quality of the parts, aluminium and glass filled plastic is the material chosen that makes up most of the car, the parts are well finished and have that air of quality about them that implies strength.

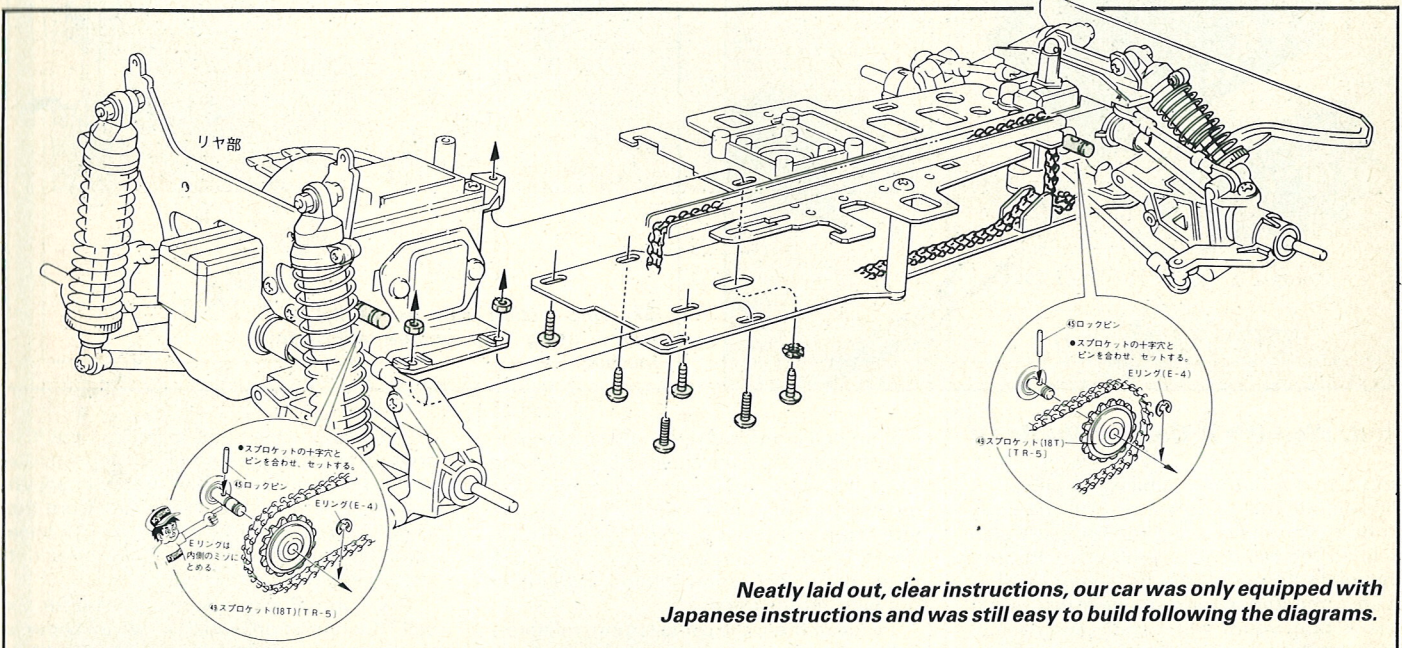
Finally the word turbo implies speed, this the car should have as it is designed for seven cell racing.

Well It's Like A Warm, Rich Sort Of Dark ...

Front gearbox is the first item to be assembled, there is nothing new or radical here just sensible, well engineered bits and pieces. The differential unit is pre-assembled and drops into mesh straight onto the drive cups, a pin is then inserted through the whole lot and held in place using two screws. All primary gears are again glass reinforced plastic, once the box is complete and sealed the front lower wishbones are attached to a mounting plate which in turn attaches to the front gearbox, the whole is then fixed firmly to the aluminium chassis



The Turbo Rocky looks every bit what she is, a rough tough car that is engineered to take a whole seasons tough racing easily.



Neatly laid out, clear instructions, our car was only equipped with Japanese instructions and was still easy to build following the diagrams.

All finished everything aboard, problems can be found when trying to guide all wires over, round or through the top radio plate while avoiding the chain, patience will out!

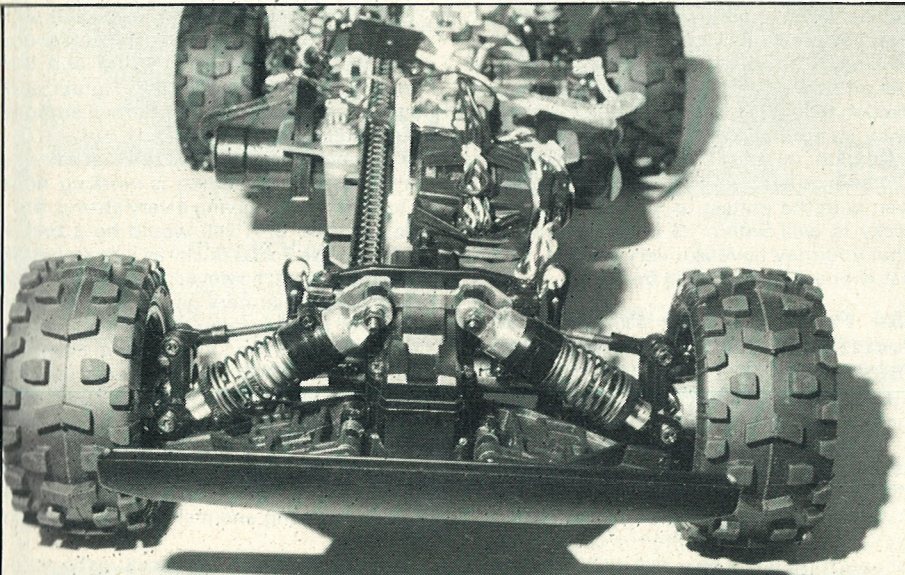
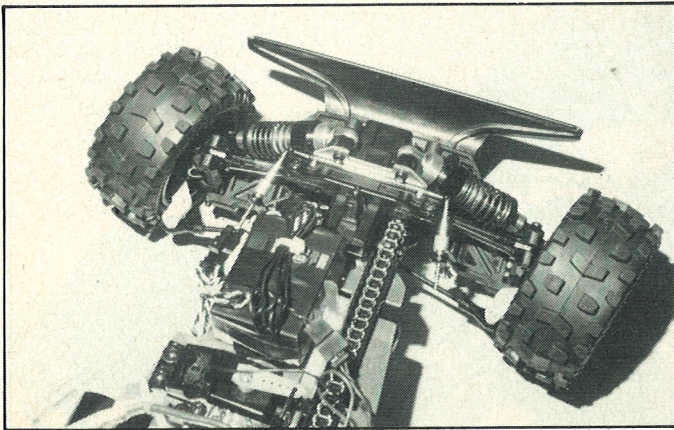


plate giving a strong front end. Rear gearbox is an identical building job with the exception of two things, the motor and the aluminium plate that seals the gearbox.

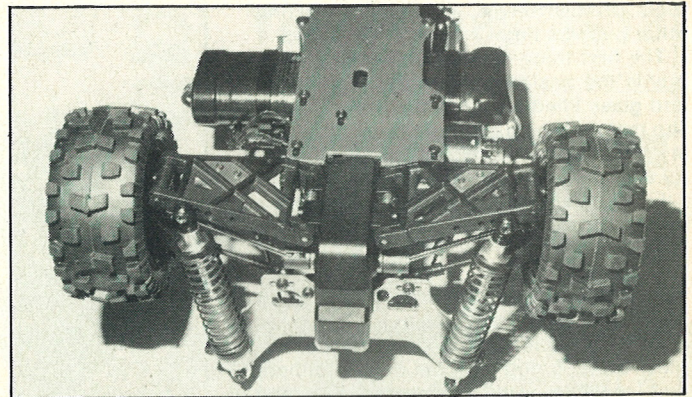
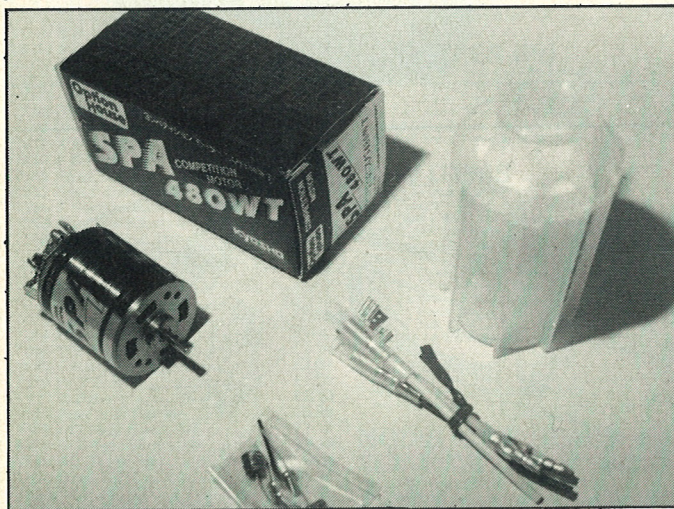
The motor is installed depending on what pinion and which primary gear you intend to run, in its own mounting socket, it is vitally important that you make the right decision here or one of two things will occur, no drive or no teeth left after a second or two. An explanatory diagram is contained in the instructions. The aluminium gearbox cover is actually a heatsink for the speed controllers resistor and works very well.

Shock absorbers are a work of art in themselves, shocker body is aluminium giving strength and lightness. Front and rear shockers both come more or less complete all you have to do is fill them with oil, supplied and very good for most surfaces, insert the rubber shock caps which act rather like a contra piston in operation, screw the whole thing together and bolt them into place on the car.

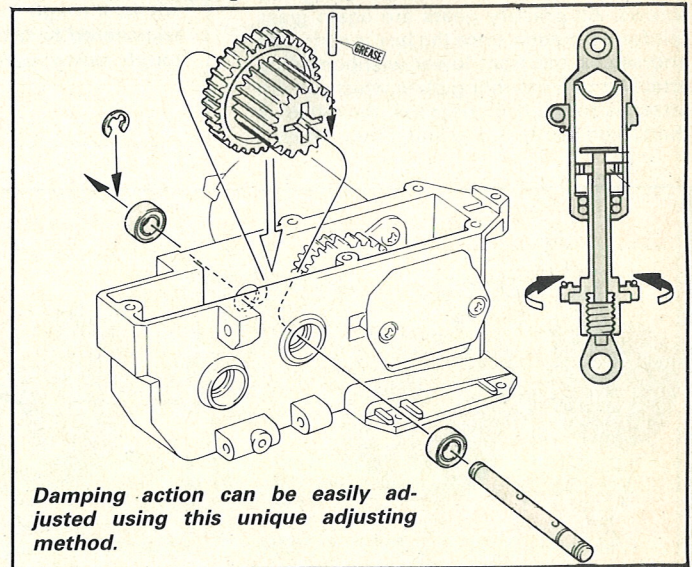


Above, double shock absorbers on the front iron out the rough ground giving a very smooth, stable drive.

Below, a new SPA 480 WT motor was fitted making the Turbo Rocky accelerate out of corners as if its tail was on fire, low down power from this motor is excellent making it ideal for tight circuits.



The rear end of the Turbo Rocky is interesting, the giant shockers will cope with any loads they are subjected to. One position shock mounting top but adjustable bottom settings give a range of ride characteristics making this a very dialable car.



Damping action can be easily adjusted using this unique adjusting method.

Red, Well It's A Darker Shade Of

Top and bottom chassis plate is aluminium, this gives a strong flex free box to bolt everything on to, the top plate also acts as the radio plate. Holes are cut into this plate to accept servo's, speed controller etc, most modern radio gear will fit but check that yours will before purchasing. The steering servo is taped to the radio plate and a securing tie is then used to hold everything in place until you want to move it. All electrics are supplied including the voltage dropper, the instructions, so far unmentioned show several ways of wiring the Turbo Rocky depending on what system you intend to use. Speed controller is the good old three forward, one reverse type as used in the Optima, reports of this type of speed controller lasting two whole seasons of hard racing is no exaggeration, I've seen them and they do!

And That's What Red Looks Like

So what have we got with all the bits firmly and securely held together. You may be wondering by now why Turbo Rocky? Well the reason is simple, the car is equipped and engineered for seven cell racing, coming back to some of the blister packed items for a minute, the drive shafts have universal joints fitted as standard, making the chances of bending or twisting anything negligible. Shockers are beefed up, the shafts of both being 4.5mm, try bending those. All steering joints use 5.8 or

4.5mm ball joints, output shafts are 5mm in diameter. In short the car is engineered and I use the word advisedly, to last and take every ounce of punishment that can be metered out to it. Having said that the Turbo Rocky is not all that overweight, weighing in at some 1227 grams without radio gear but with motor fitted.

To recap then, the car is strong, relatively light, uses tried and tested gearbox technology coupled to a proven chain drive, uses a mid engine layout to give good balance, and last but by no means least looks good. Now I know at this point what you're all thinking "The cars only any good using 8.4v and we can't use that in the U.K." my reaction to that is let's go and find out, after all by using a slightly different method of evaluation, what you've really got using a 7.2v source is a greatly understressed car, even with the hottest of motors the Turbo Rocky is well within its design limits, so what you may have is a very reliable, very fast winner! Let's go and find out.

The Proof Of The Pudding Is Describing Successfully What Colour Red Is.

Due to extremely adverse weather conditions on the weekend the Turbo Rocky was to be raced, it wasn't! However, as the meeting was called off we were given the opportunity of an empty circuit and as much time as we wanted. First impressions last so they say and using the car 8.4 volt optional form and a new SPA 480WT motor the impression was one of sheer speed and

controlability. One point to notice here, the drive chain stretches naturally and rapidly to the point beyond where you can adjust it. No problem, just remove a link from the chain. Do not worry when this occurs once adjusted the chain stays put and does not stretch again.

The Turbo Rocky was then set up for six cell 7.2v operation, which as we all know is the only legal battery set up in any National, International, local and club level meeting at present.

Using an electronic speed controller and an M.G. motor no duration problems were encountered, the car was flying and the handling is still superb, a little lighter and better if anything, allowing a small amount of oversteer to be induced.

As previously stated in 7.2v form nothing, absolutely nothing is working near its breaking point giving a very strong, durable car. The SPA 240 would be a better choice for the Turbo Rocky as it has a better top end speed, however the 480 is very punchy out of corners giving you an ideal set up for twisting circuits. The M.G. was a 17 turn Magnum and the only real monster motor at hand, this turned the car into an exocet on wheels, she handled it and still came back for more.

The Turbo Rocky can be built by beginners provided care is taken, a seasoned driver will find the Turbo Rocky a joy to build, it is strong and it should be a certain winner.

Available from all Ripmax/Kyosho stockists.