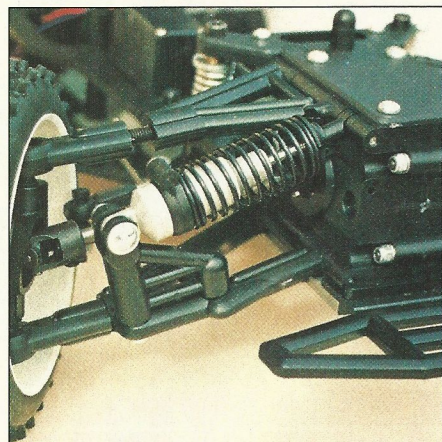
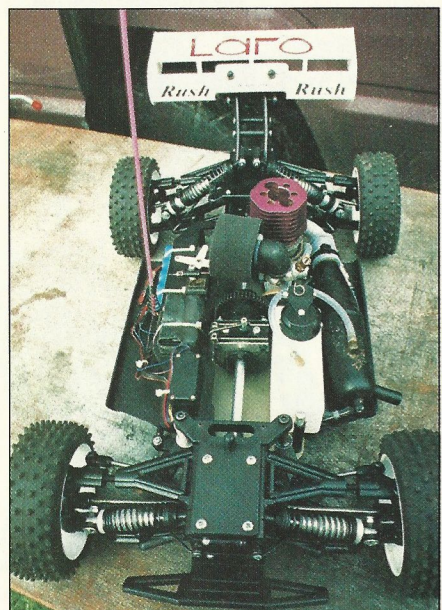


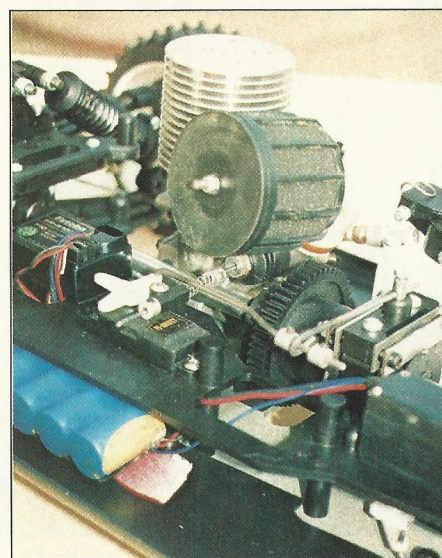
The Laro Rush



The Laro Rush unusually mounts the shocks 'upside down'. The universal joints seem bullet proof, and all of the mouldings are very clean.



Overall the Laro Rush is very tidily laid out, so maintenance to the mechanics and radio equipment will present no problems. The side guards more than adequately protect the running gear.



The radio tray (later versions mount the receiver in a box) and disc brake. The throttle servo's positioning allows short, direct linkages to be used.

Although the name of French firm Laro isn't new to these shores, they do have a new importer: G.W. Racing of Hemel Hempstead, who very kindly made the car available for this review. The new Laro Rush is a full competition car, unlike the earlier version that Tris Jones raced so successfully in 1993. The new full competition kit has been developed by the father and son Team that own the company in France. The name of that family is Lachat. Yes! The name quite likely does ring a bell, as it's the name of the racer that set F.T.D. at the '94 European Championships in Pendle, young Phillippe Lachat. He also went on to win the French Championships, and in Austria for the World's was the 3rd fastest in qualifying, so obviously the car is ultra competitive. Let's see what you'll get for your money...

This car differs considerably from others on the market, as it actually comes pre-built. Yes, it's all done for you! The transmission is totally finished and ready to run, leaving the builder (?) to just fit the wing mount onto the gearbox casing, cut out and paint the bodyshell, glue the tyres to the wheels (now moulded in red as are the wing and track rod ends) and to fit the engine and radio gear of choice. Well, the review could actually end here, but neither you the reader, or myself would have learnt very much, so I decided to dismantle certain parts of the car to get a better look (let's hope I can put them back together properly, as the manual included with the kit isn't that good).

Let's look first of all at the drive-train which is of course 4wd, with permanent drive to all four wheels by geared differentials, in common with most other cars on the market. The differentials are of the bevel gear type as used in the Kyosho range of cars, rather than straight cut as in the Mugen. There are four small bevel gears sandwiched between the larger two. I would guess that there should be no problems in this area, as the gears are well made and mesh well; all in all, a good strong unit. These are housed in plastic mouldings which fit together very well, with all three differentials being identical. The front and rear diffs have steel conical gears fixed to them to accept the drive input, whereas the centre unit comes with a very wide plastic main gear fixed to it. The drive is taken from the centre diff via two very beefy driveshafts, which are considerably larger than usually seen on cars of this ilk.

The fully adjustable brake system is centrally mounted around the centre diff. One disc is located on the diff casing, with the other on the output shaft to the front, a double action cam activating the calipers. On the car we received for review, the rods for the throttle and brake linkages were simply straight pieces of wire which then had to be formed by myself. This wasn't made any easier by the total lack of drawings of the linkage, but I've been assured that this was an early kit and that later examples have had preformed linkages. So, no worries here!

Let's now move forward on the chassis to the front gearbox and suspension. Having mentioned the chassis, this item is of 4mm dural alloy, anodised red in the kits now on offer, and nicely countersunk for the fixing screws which are Phillips No 2 headsize, for anyone who wishes to know which scowdriver to use for maintenance! The front suspension uses a twin, unequal length wishbone design with steel universal joint driveshafts. The shock absorbers are well built, and certainly don't leak. Somewhat unusually, they are mounted upside down compared to most cars (this doesn't make any difference to the handling of the car). The castor angle can be adjusted by the use of spacers, similar to the method used on the Mugen.

Moving to the rear, I immediately noticed the



The rear hubs are aligned by two tie bars each side, allowing precise adjustment to the geometry.

use of common hub carriers on all four corners. The front hubs are obviously designed to pivot, whereas the rears are locked in place by two threaded tie bars which allow easy adjustment to the tracking of the rear wheels, ie toe-in or toe-out can be quickly dialled in.

The installation of the motive power for the car is very simple, and any engine will fit. The kit includes a 2 shoe clutch assembly complete with a matching flywheel designed to fit onto an S.G. type crankshaft. The

underside of the chassis is recessed to accommodate the engine mounting block bolt heads, preventing them from being swiped off over kerbs etc.

Side guards to protect the radio gear and exhaust are standard items in the Competition kit. The radio tray is a well-formed one-piece item which features a box to protect the receiver from the elements, doing away with the need for balloons etc!

just £365, which actually makes it one of the least expensive full 'Competition' kits around. If this is still considered to be expensive, then a 'Club' version is also available, identifiable by the use of yellow components instead of

the 'Competition' version's red. This has different rear shock absorbers, a single disc brake and doesn't have side guards, but it does sell for an amazing £255! That's cheaper than the majority of 4wd electric competition cars, so perhaps

'Rush' off to the track!

All that then remains to be done is to trim and spray the lexan shell. Once this is done, it is time to go racing. The tyres supplied in the kit are of an excellent general purpose tread pattern and compound, and should work well in most conditions.

I'm sorry to say we were unable to actually test the car, as it had been already sold (!), but a track test will follow in due course, as I have been promised a drive at Slough during the Winter.

The burning question is - how much? Well, you will be very pleased to hear that the car is available for



we might see more converts to 1/8 IC RallyCross?

For those requiring further information about the new Laro 1/8 RallyCross cars, don't hesitate to ring the UK importer, G.W. Racing, who will be only too pleased to help in setting you up with a complete package. Don't forget - the fiddly bits are all done for you, so it's quite conceivable to buy this car on Saturday and go racing on Sunday morning!

The Laro Rush is available from G.W. Racing. Tel/Fax (0442) 254065