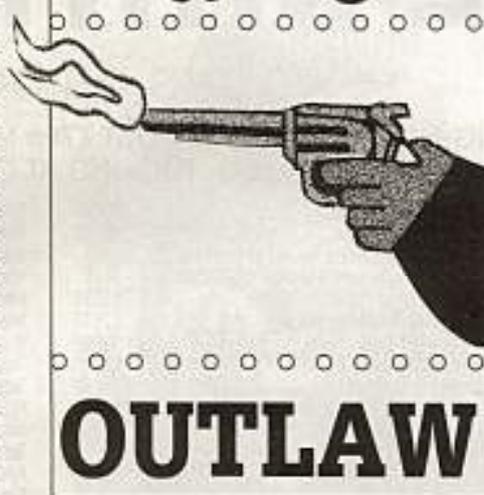


It's amazing just how fast development takes place, when you look back only a few short months ago, we here in the U.K. had only just begun to hear about this great new form of racing from the U.S.A. What we didn't know then, was that it was just as new in the U.S.A. as it was here. Since that time several cars have been released all bearing new improved this or that, or with original bits that make the car so much more desirable than a competitors version and so on and so on.

As a manufacturer, it is desirable of course to produce a different looking car to that of the opposition for many reasons, but partially at least brand awareness, or the ability by an individual to tell your product from that of someone else's plays a part. Invariably once the product, in this case the car, is manufactured, it will be passed to a very special department, here the product enters as a very ordinary item and exists a little while later as the biggest thing since the Graff Zeppelin. The item though is unchanged, nothing has been added or taken away, no fairy dust has been sprinkled or magic been worked, so what has happened to our car. Simple really, sales and marketing have got hold of it. What this means is that every inch of the car has been probed and examined for what is termed a 'feature'. These features are then magically transformed into 'benefits' and the benefits are the things that persuade you and me to buy the product, e.g. The car is fully equipped with an extra thin chassis enabling you to gain extra performance through decreased weight. The extra thin chassis is a feature, the extra performance is the benefit. Roughly translated though, the sales talk might mean that the car was not given a thick enough chassis but it will travel extremely fast until you collide with something, then you might as well wave it good-bye as it won't survive the slightest impact! We have all been taken in by 'sales English'



**As the flood of 1/10 circuit cars increases, R.R.C. reviews the Outlaw, a very special car for every driver.**

at one time or another and no doubt some of us might even fall for it again.

The reason for the above tome is all by way of introducing the Outlaw, a new and radically undifferent 1/10 circuit car that does not claim to be radically better than

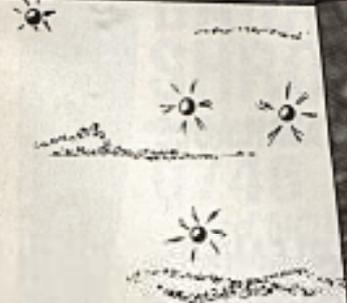
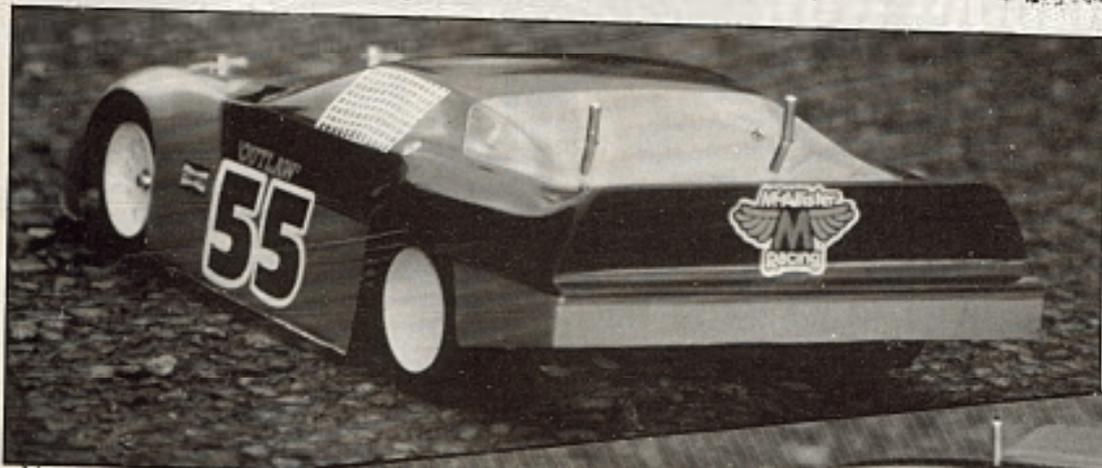
any opposition, does not claim to possess any virility enhancing powers or make you a better person for owning it. It is though, a good, honest, tough, circuit car that suits both the newcomer and the experienced driver equally well, it won't let you down under any circumstances, won't break if you get hit and drives very well indeed. Want to know more? Read on!

**From the box**

There is a saying that most aircraft reviewers are fond of using, the saying is 'It flew straight from the board'. Roughly translated it means that the aircraft was easily built and needed no adjustments for a first class first flight. The same saying could well be applied to the Outlaw for it builds straight



*It is possible to mount the motor either side of the pod, strength is inbuilt as you can see.*



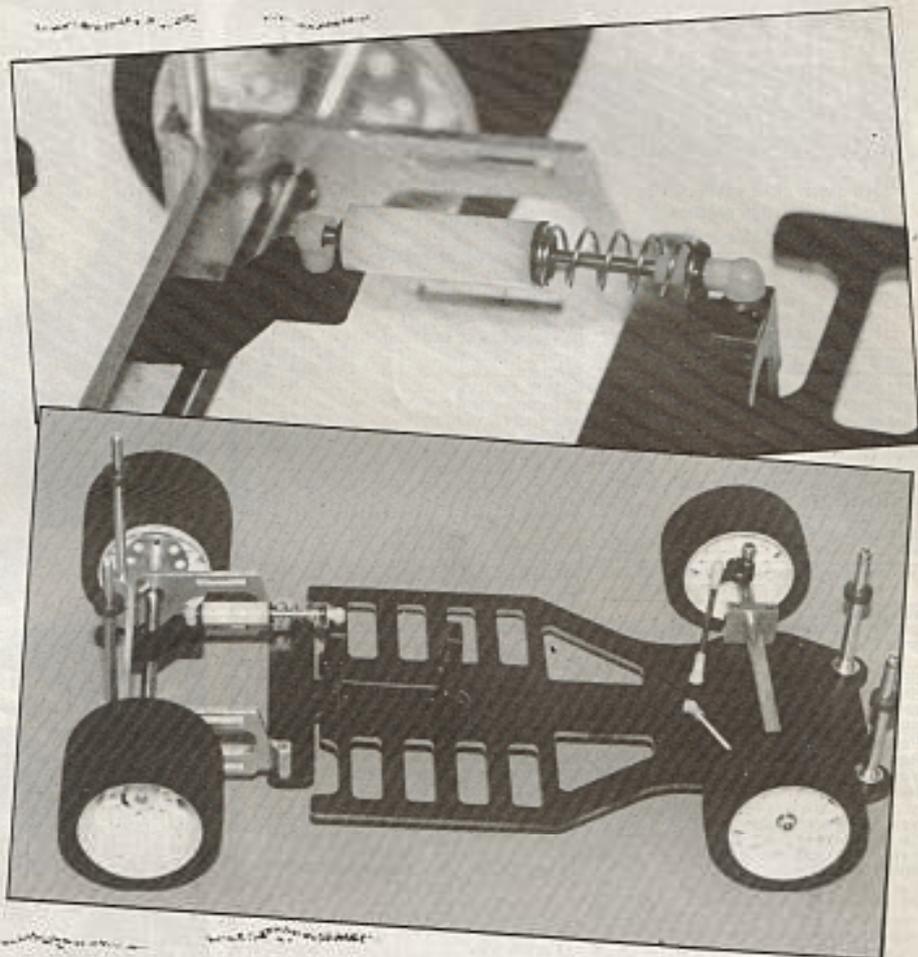
Available in the UK from S.R.M. Racing (see advertisement in this issue).

from the box, no filing, drilling or refitting of parts need be done to achieve a superb end product, it's all there waiting to be assembled. Chassis and T bar are constructed from fibreglass, front axle, uprights, body posts and power pod are from aluminium alloy, the power pod looks as if you would need to take a sledge hammer to it to do it any damage. Another advantage with the McAllister design is that you can mount the motor either side. This allows you to achieve a better balanced car, something that is all important in circuit racing.

**On the track**

It should come as no great surprise to anyone reading this far to hear that the McAllister Outlaw has impressed us on many counts already. It also impressed us on the track. The Outlaw does handle very well indeed, if anyone tells you that any car fitted with a steel axle is no good, don't believe them. Acceleration and top speed didn't suffer one bit, probably due to the bearings that are supplied in the example we tested. All in all the car has our vote whether you're an old hand or a raw recruit, it is user friendly, fast and very strong and you can't say a lot more than that!

*Above, a friction coil damper is included and once packed with silicone grease works quite well.  
Right, everything rolling, ready to go. If you're one of the not quite sure drivers, the Outlaw should be well within the price range that won't commit you too deeply.*



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