

# Crono Europa Revisited

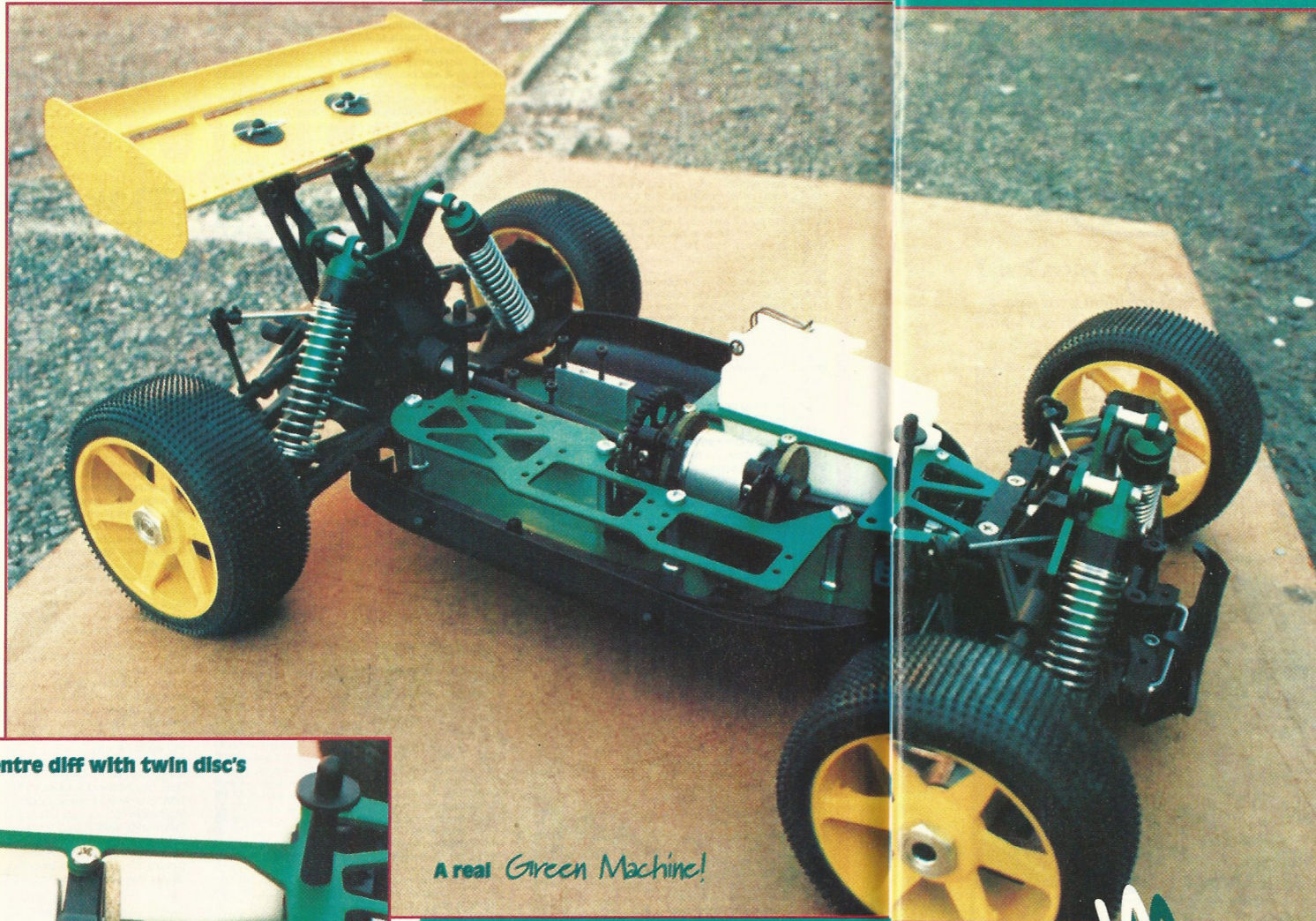
When the Crono was first available in the U.K. Radio Race Car were the first to bring you a full review on the new car, the importer then was PUMA Racing now a few years later PUMA Racing have been happy to allow the magazine to visit the latest version.

What a different baby this is, gone are the plastic hub carriers, gone are the innovative toe-in adjusters that have come loose during a race, releasing the wishbone pin. The car that was designed by Sabatini to win the Euro's two years running has had a total transformation. Possibly the two most highly rated Italian drivers are now driving this new car, yes both Monesi and Gennari, loyal Kyosho drivers have swapped to the new Crono.

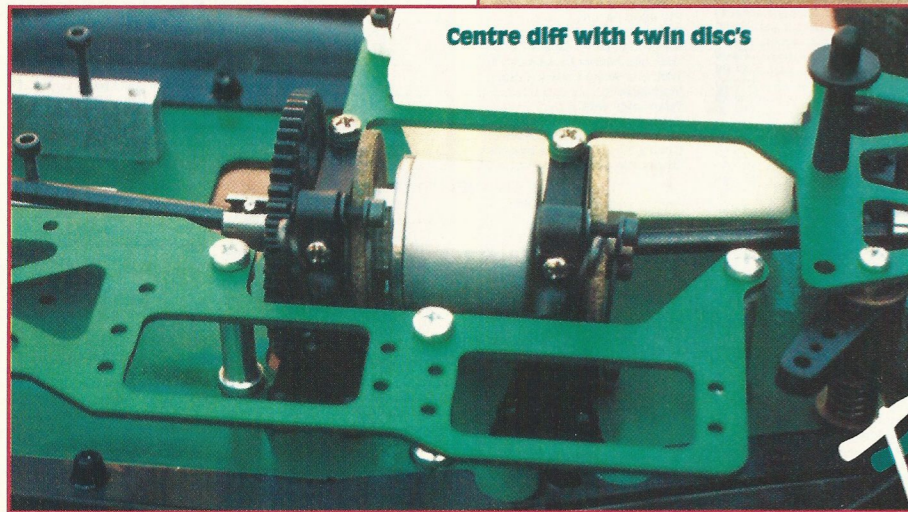
Just before we get down to the nitty gritty of the build of the car we have some hot news. At the 1995 Euro-championships the car driven by Samuele Lenzi TQ'ed, although it didn't win the Euro's, there were more Crono's in the "A" final than any other make, and in fact they took second, third, and fourth so quite a good pedigree wouldn't you say.

## The Build

On opening the box everything was very neatly packaged. The differentials came pre-assembled, but will need to be dismantled to be filled with the correct grade silicone oil. So don't think you have got away with that part of the build because you haven't. What was very impressive I thought was the fact that Crono have realised a vast number of



A real Green Machine!



Centre diff with twin disc's

racers don't know how to set a car up for a particular type of track, such as Slough, then a travel north to race at Ludlow. Well one track has very little grass and grip is poor whereas the other track, at Ludlow, where the grass provides plenty of grip, they recommend 20,000 weight oil in the front differential, 5,000 in the centre, and a light grease such as L.M. in the rear. Where as for Slough, it is recommended to fill both front and centre differentials with 20,000 oil, leaving L.M. still in the rear. The differentials used throughout the car are of the bevel gear type similar to that of

the Kyosho but there is available, as an option the Thorsen Differential for both front and centre if one considers it necessary.

## Suspension

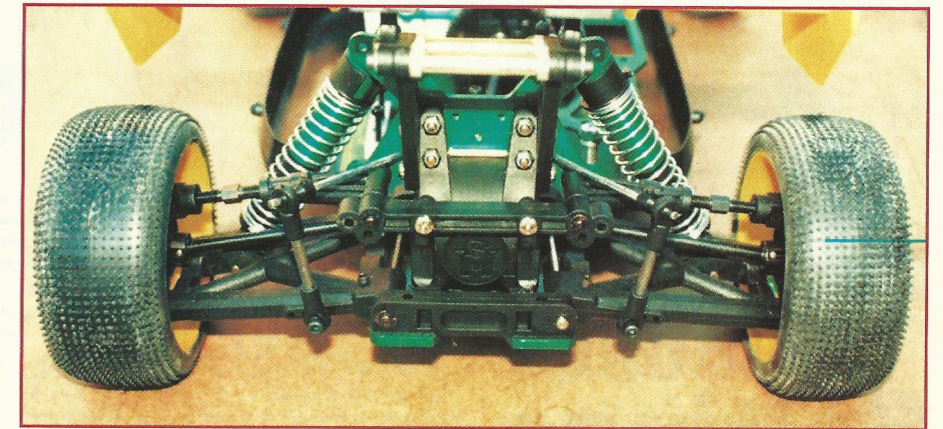
The shock absorbers are well made and come supplied with a protective sheath to provide protection for the piston rod, the coil over suspension is easily adjusted for ride height by the addition or subtraction of spacers. These are provided in the kit in four differing thicknesses. Remaining with the suspension both front and rear

gearboxes have provision for mounting anti-roll bars that are now supplied in the kit as standard. Toe-in is also adjustable at the rear using the now common method of attaching different rear support plates, three are provided in the kit to give an adjustment of between 2 mm-4 mm, the standard setting that is suggested is to use the 4 mm plate which will give maximum rear grip but minimum front steering. If you decide to go by the book don't forget to fit the washer between the

allowing for no ingress of rain. All that remained, before we could go out and give it a blast was to trim and paint the bodyshell a nice vivid colour. Lets go and crash test this mean little beast.

## Track Test

The track chosen for its debut was Slough, the car was set up for low grip conditions, tyre choice was Turbo Rats from Medial Pro, and the driver for the



stub axle and the bearing otherwise you may drop a rear drive shaft. For adjusting camber on both front and rear suspension, again as standard equipment, comes left and right handed thread turnbuckles. As regards drive shafts at the front they are of the universal joint type whereas at the rear they are the standard dog-bone variety.

## Rear roll bar and Turnbuckles as standard

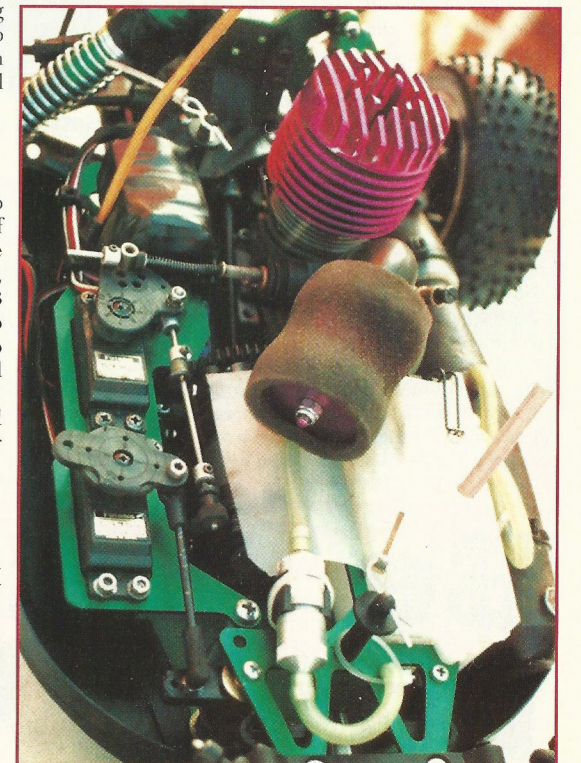
day was John Armitage, John has been driving a 94 Crono during the early part of this season and has decided to switch to the new car, this would be the first time with the new car. He was most impressed, he commented that it would stop on a sixpence with the Ferodo type disc pads. Steering response was also superior to the old car. John felt that there was no need to go looking for any add on accessories as kits come "fully loaded" as standard. In general he was well impressed.

If your appetite has been wetted, and you are contemplating a change of car. Further information is available from the importers and distributors. Puma Racing on 01789 765496.

## Brakes

Moving to the centre of the car mounted around the centre differential is the braking system, single disc's are used both front and rear and are of the Ferodo brake lining type of material. The braking mechanism is totally adjustable allowing the individual to set up his braking to suit himself. Steering is provided by a twin steering post design linked both top and bottom to eliminate any slop in the steering. The one upright acts as the servo saver. All screws that hold anything to the chassis are neatly countersunk to the underside of the metallic green chassis. Thats about it for the general build of the car.

## Ready to roll



## Radio Gear

The next step is choosing the radio gear for the job, the vast majority of racers today use the KO 1003 type servo's on both throttle and steering, alternatively one can use the 9303 Futaba type servo, these are the two types most commonly found. The radio tray sits down the one side of the car and is very easily

removed by just slackening and removing four screws, this makes for easy maintenance

## Power Plants

As regards motive power well any good quality engine will fit the car, obviously Crono will recommend their own S.V.M Picco engine however, the engine blocks allow for the majority of engines that I know of, to fit without any surgery. The last items to be bolted on to the chassis were the protective side plates these provide excellent weather barriers,