

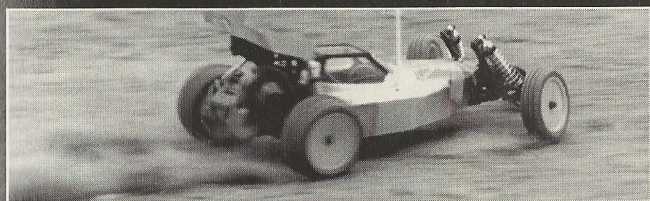
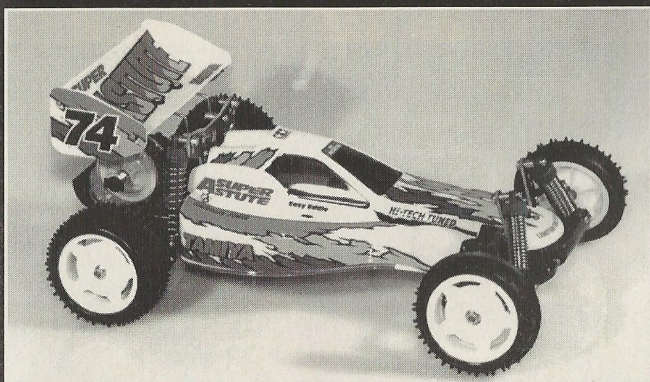
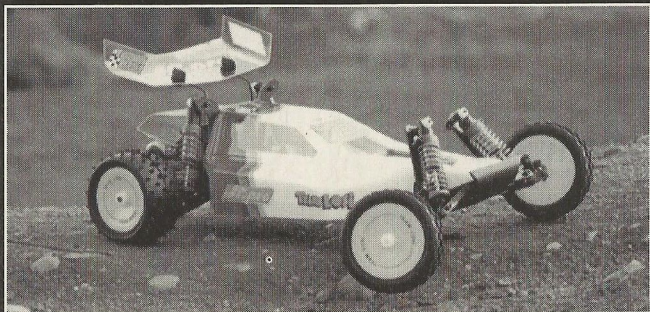
SIX

Appeal

Radio
**Race
Car**
International

is well aware of the growing interest in 2WD competition in Europe. In the USA, 4WD is rarely raced, as the effort and expense sometimes needed to keep competitive has prompted a swing to virtually all events being 2WD, from club through to the top levels.

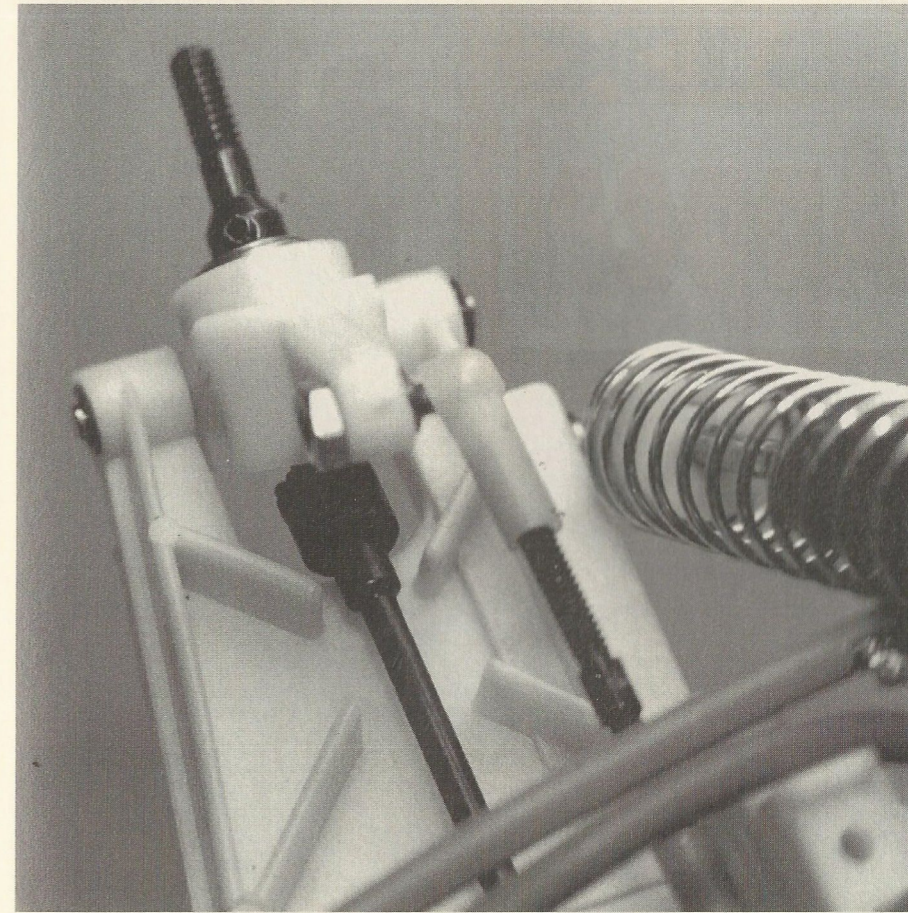
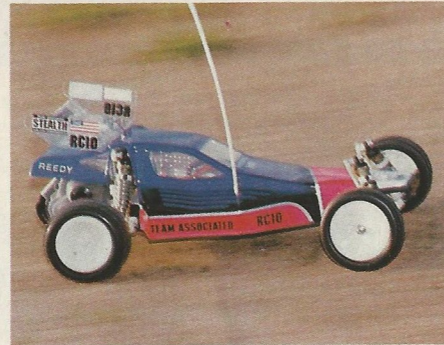
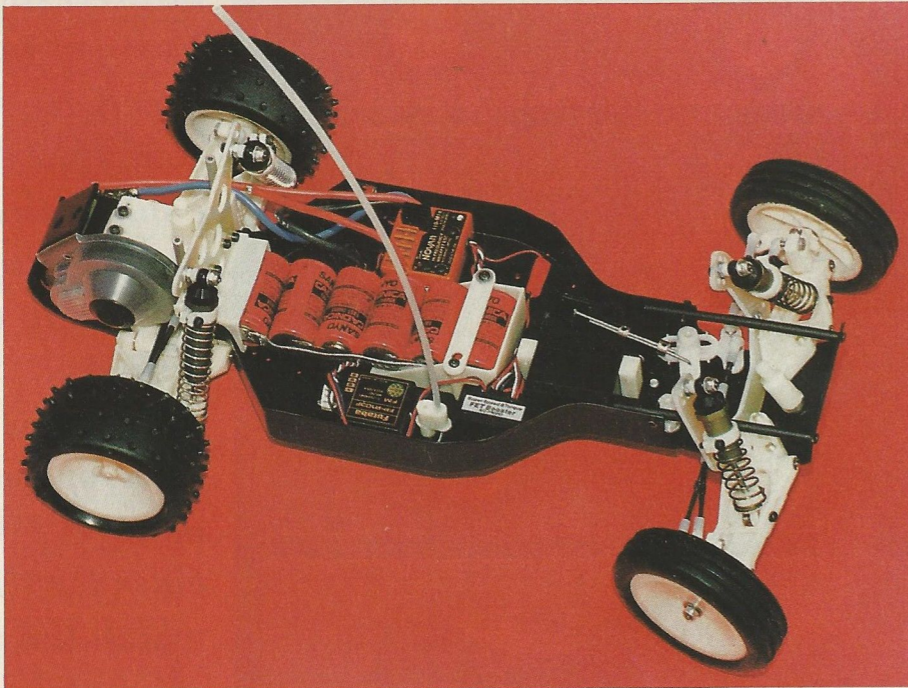
With lower demands made upon cells, speed controllers and motors, 2WD can be seen as the class for the 'private' driver, in which the competition is ultimately between the skills of the drivers, rather than their equipment! If 2WD in '93 is where you're heading, read on and see what's available.....



SIX Appeal



The 'Grand Pa' of 2WD, the RC10 was the original, still thought of as the best by many top drivers. With easily dyed nylon parts and either a graphite or aluminium chassis, it can be tailor made. Masami still drives one!

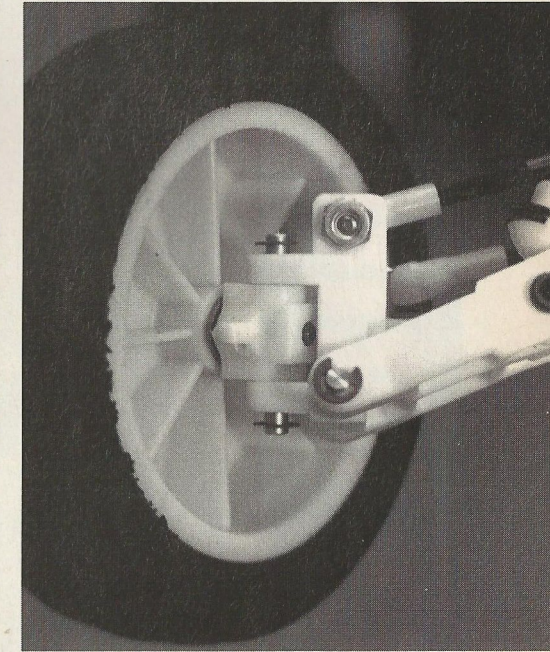


easy to see why American racers spurn 4wd cars with their more complicated transmissions, belt drives etc.

The real beauty of the RC10 is that it is so easy, not to mention fun to drive, and it is this that has made it such a winner over the years!

(Full review in June 1991 RRC — issue 91).

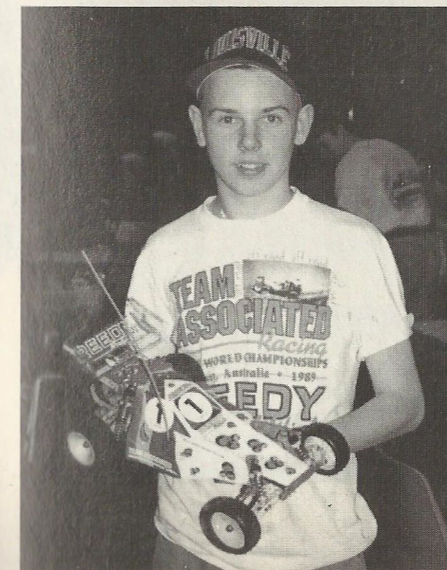
Available from all Associated stockists.



Associated RC10

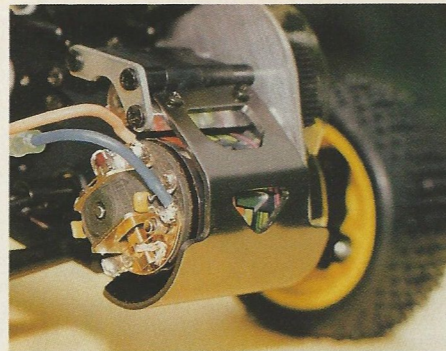
There is not a lot left to be said about this car. So far, it has won three World Championships, and more National and International titles than you can count on several hands!!

When it was first introduced (at about the same time as the dinosaurs became extinct), the RC10 set new standards of technological excellence. It was the only car to have. Its out of the box performance was, as it still is, quite excellent, and it is so easy to build and maintain it is

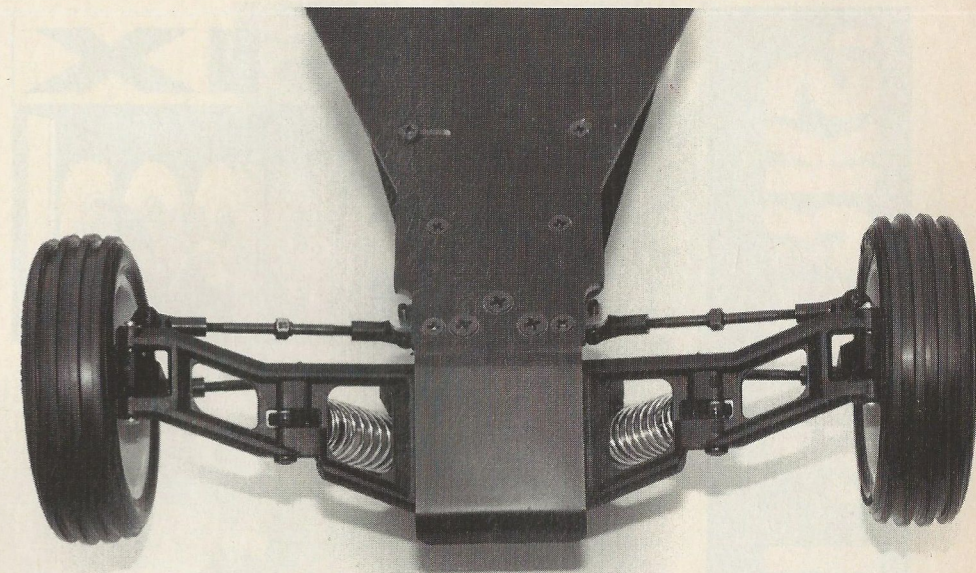
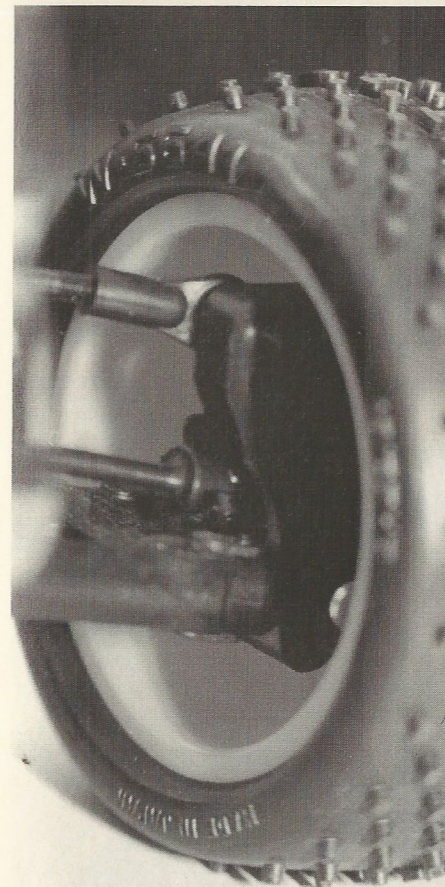
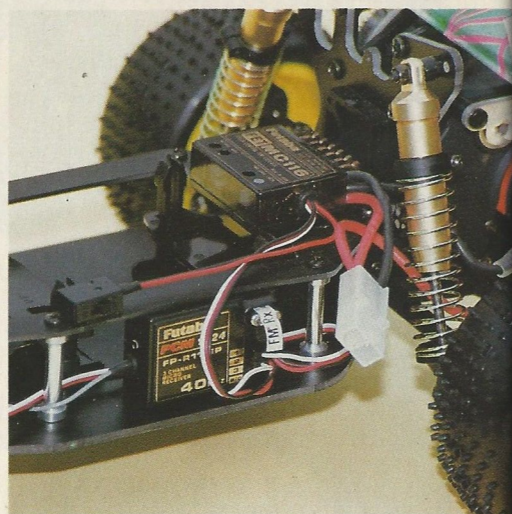


CHASSIS TYPE	Bathtub or Flat pan
CHASSIS MATERIAL	Aircraft alloy or graphite
DIFFS. (NO & TYPE)	One ball & adjustable slipper clutch
DRIVESHAFTS F.	N.A.
DRIVESHAFTS R.	Metal U.J.
DRIVE TRAIN	Gears
BALLRACES	Fully ballraced
RADIO ROOM	O.K.
BODY & WING	Polycarbonate
DRIVERS	Masami, Left, Drescher, Cull, Kinwald
TITLES	85, 89, 91 World Champion
PRICE	£180.00
BEST POINT	Pedigree (+ availability of Hydra-drive transmission)
WORST POINT	Steering bellcranks
FIVE STAR RATINGS	
OUT-OF-BOX PERFORMANCE	*****
ADJUSTABILITY	***
EASE TO WORK WITH	***
LOOKS	*****
DRIVEABILITY	*****
EASE OF ASSEMBLY	*****
'UPGRADE ABILITY'	***
INITIAL T-TEST RATING	*****
SEX APPEAL	*****
VALUE FOR MONEY	*****

SIX Appeal



The Kyosho Triumph had a chequered start to its career, but with continued development it has become a true contender. The chassis design has been much copied - nuff said!



Kyosho Triumph

When it was first released onto the market, the Triumph was one of the more expensive 2WD cars available. It boasted a very impressive specification, but early on in its career it developed a reputation for 'understeer' which led to some drivers doubting its competitiveness.

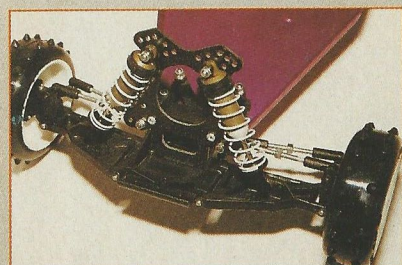
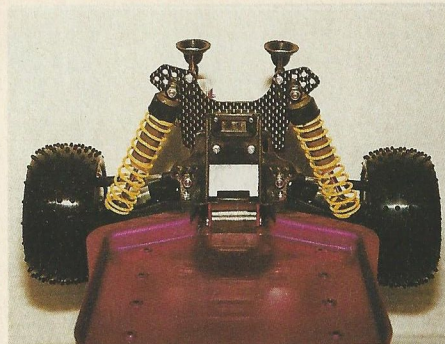
However, since its initial release, a number of top drivers (including Ellis Stafford and Jamie Booth) have taken the car by the scruff of its wheel bearings, done a few subtle mods, and have created a very competitive car indeed. From a modest beginning the Triumph has now earned its place in the 'Six Appeal' Hall of Fame.

(Full review in Aug' 1991 RRC — issue 93).

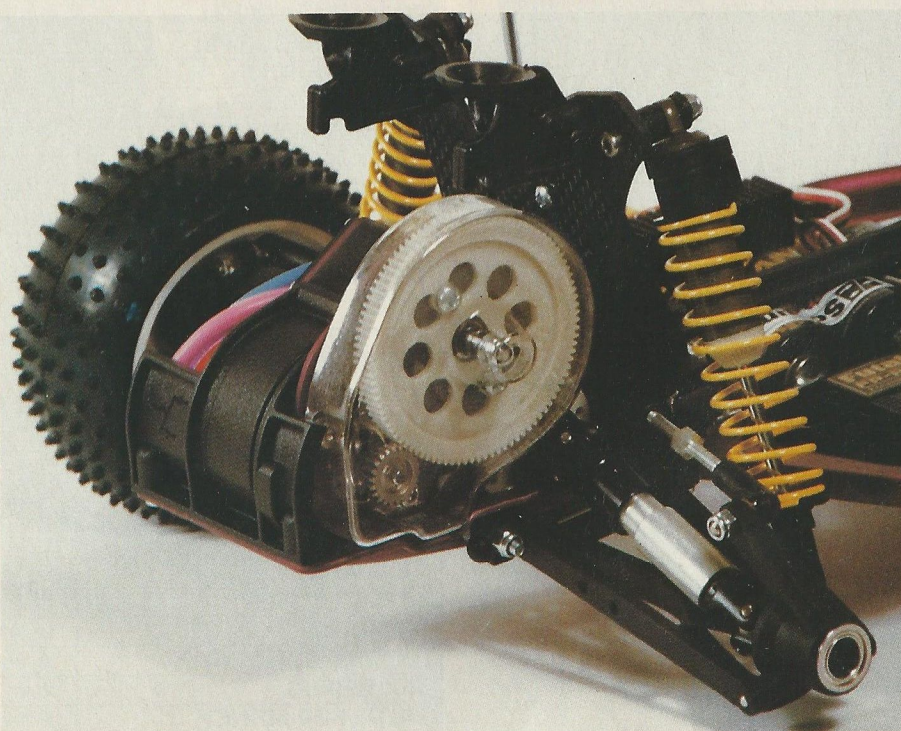
Available from all good model shops through Ripmax, Ripmax Corner, Green Street, Enfield, EN3 7SJ.

CHASSIS TYPE	Double Deck
CHASSIS MATERIAL	F.R.P.
DIFFS. (NO & TYPE)	One ball & adjustable slipper clutch
DRIVESHAFTS F.	N.A.
DRIVESHAFTS R.	Dogbone
DRIVE TRAIN	Belt
BALLRACES	Fully ballraced
RADIO ROOM	Good
BODY & WING	Polycarbonate
DRIVERS	Kris Moore, Booth, Stafford, Harris
TITLES	None to date
PRICE	£170.00
BEST POINT	Slipper clutch
WORST POINT	Driveability
FIVE STAR RATINGS	
OUT-OF-BOX PERFORMANCE	***
ADJUSTABILITY	****
EASE TO WORK WITH	***
LOOKS	**
DRIVEABILITY	*
EASE OF ASSEMBLY	***
'UPGRADE ABILITY'	***
INITIAL T-TEST RATING	***
SEX APPEAL	**
VALUE FOR MONEY	***

SIX Appeal



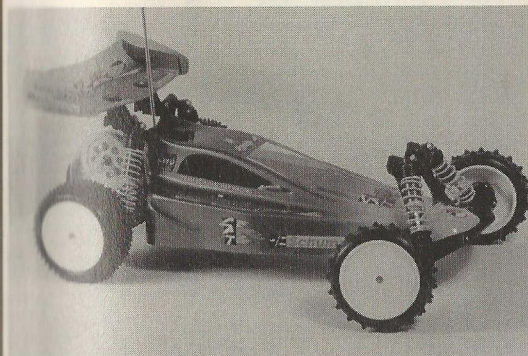
The Cougar II Team has evolved into the 'Works'. With revised geometry and graphite shock towers, the 'Works' has literally everything Schumacher have to offer as a standard feature. Nice!



Schumacher Cougar 2. 'Works'

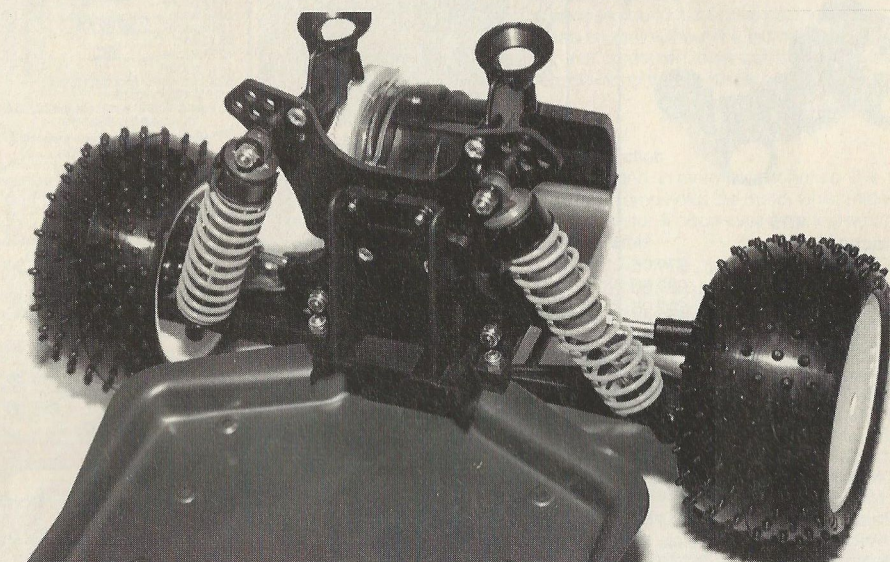
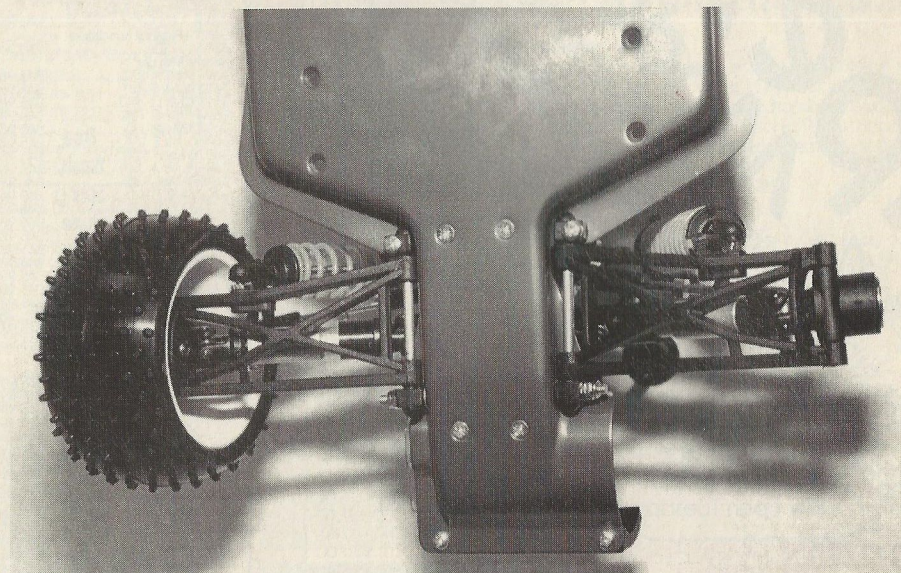
The 'Works' version of this car is now Schumacher's top of the range 2wd racer. The Cougar in its earlier form, the 'Team', having been very, very successful, both in terms of numbers sold and racing successes. The Cougar 2 'Works' comes with every conceivable racing 'goody' as standard, including slipper clutch, a full compliment of ballraces, ball raced steering, telescopic driveshafts, adjustable ball diff and graphite shock towers.

The Cougar 2 'Works' is very easy to build and work with and handles well out of the box, and with the Schumacher team having fitted every possible 'up rate' part in their catalogue, the 'Works' is super competitive out of the box, and should remain so for a while yet!



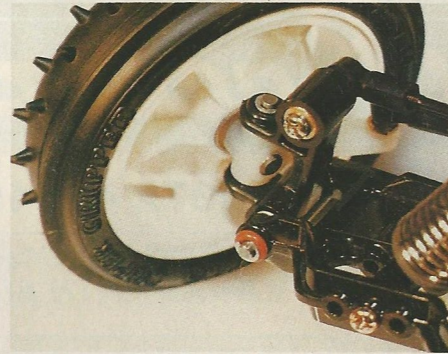
Spares availability is good and they are generally reasonably priced. The Cougar 2 'Works' car is a good value for money racing model car that can compete with the best of the rest.

Available from most good model shops through Schumacher Racing Products, Hanson Business Park, 71-73 Tenter Road, Moulton Park, Northampton, NN3 1AX. (See review in this issue).

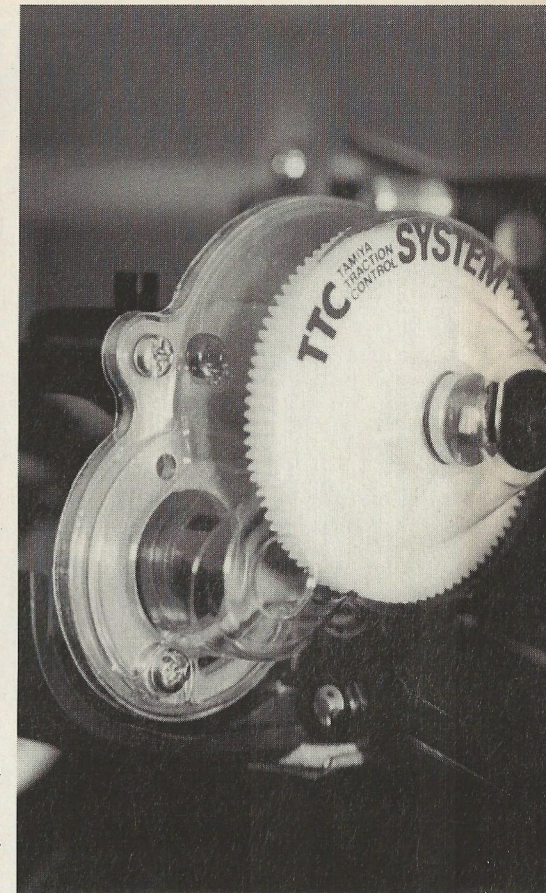
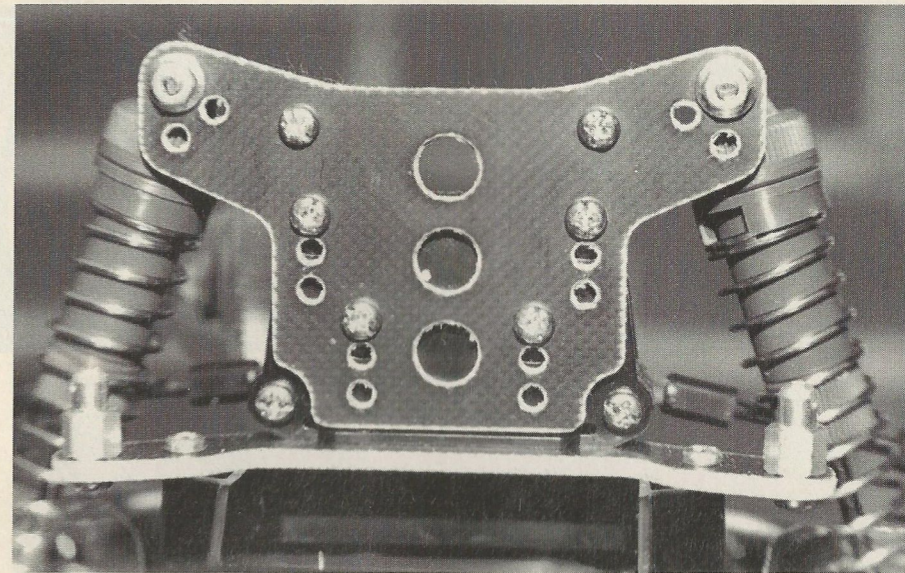


CHASSIS TYPE	Bathtub
CHASSIS MATERIAL	Alloy
DIFF. (NO & TYPE)	One ball & adjustable slipper clutch
DRIVESHAFTS F.	N.A.
DRIVESHAFTS R.	Roller U.J.
DRIVE TRAIN	Belt
BALLRACES	Fully ballraced
RADIO ROOM	O.K.
BODY & WING	Polycarbonate
DRIVERS	Kevin Moore, Jurgen, Phil
TITLES	Worlds A final qualifier (Team car)
PRICE	£170.00
BEST POINT	Simplicity
WORST POINT	Yet to be found
FIVE STAR RATINGS	
OUT-OF-BOX PERFORMANCE	*****
ADJUSTABILITY	*****
EASE TO WORK WITH	*****
LOOKS	***
DRIVEABILITY	****
EASE OF ASSEMBLY	****
'UPGRADE ABILITY'	
INITIAL T-TEST RATING	****
SEX APPEAL	***
VALUE FOR MONEY	**

SIX Appeal



Tamiya benefitted greatly from Jamie Booths' involvement, and have lost their 'toy maker' image, achieving good results with Mark Tatman and Alan Harman. The Astute has proved to be an excellent car with which to begin.



Tamiya Super Astute

This is Tamiya's top of the range 2WD racing model, with features new to Tamiya kits, such as a slipper clutch. In common with many of the other top 2WD contenders, the Super Astute utilises a flat pan chassis, but unlike some of its rivals, the Astute's chassis is made from FRP, rather than graphite.

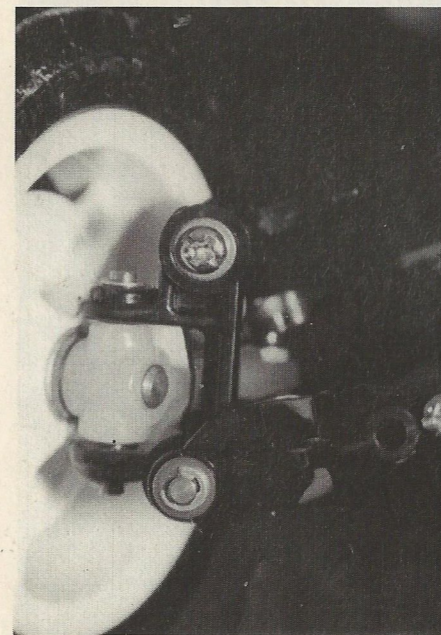
The shock absorbers on the Astute are oil filled, as you would expect, but again, to keep costs low they are made from plastic rather than metal. The Astute is the only model in our 'Six Appeal' review to use dogbone type driveshafts to transmit the power to the rear wheels. All of the others use universal joint shafts of one description or another.

The Astute handles superbly well out of the box and is very easy to drive, making it a firm favourite with club racers who want an economical car which can be upgraded at a later date.

Once this car has been upgraded with ballraces all round and hi-cap shock absorbers, it can be as competitive as anything else on the market.

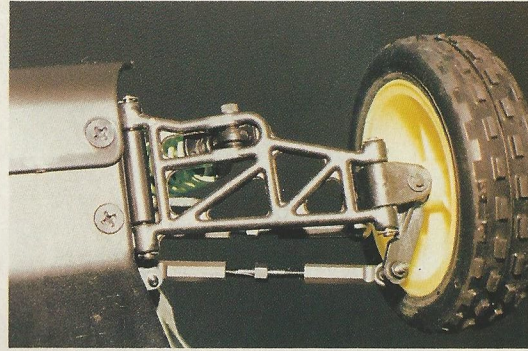
(Full review in Feb' 1992 RRC — issue 99).

Available from most good model shops through RIKO Ltd 13-15a High St., Hemel Hempstead, Herts., HP1 3AD.

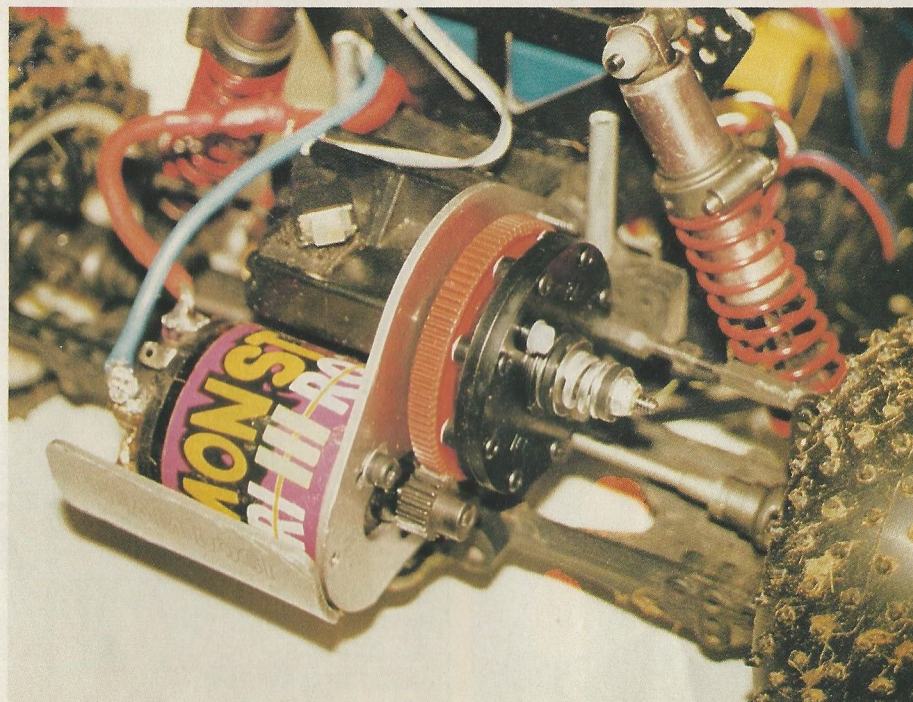


CHASSIS TYPE	Flat Pan
CHASSIS MATERIAL	F.R.P.
DIFF. (NO & TYPE)	One geared & adjustable slipper clutch
DRIVESHAFTS F.	N.A.
DRIVESHAFTS R.	Dogbone
DRIVE TRAIN	Geared
BALLRACES	Yes. Not fully ballraced though
RADIO ROOM	Lots
BODY & WING	Polycarbonate
DRIVERS	Harman, Haynes, Tatman
TITLES	None to date. 2nd at 1991 Euro's
PRICE	£139.00
BEST POINT	Cheap
WORST POINT	Lacks sophistication
FIVE STAR RATINGS	
OUT-OF-BOX PERFORMANCE	***
ADJUSTABILITY	**
EASE TO WORK WITH	***
LOOKS	***
DRIVEABILITY	***
EASE OF ASSEMBLY	****
'UPGRADE ABILITY'	*****
INITIAL T-TEST RATING	***
SEX APPEAL	***
VALUE FOR MONEY	****

SIX Appeal



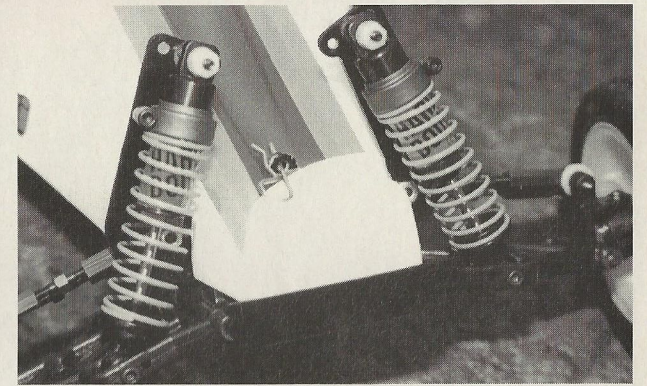
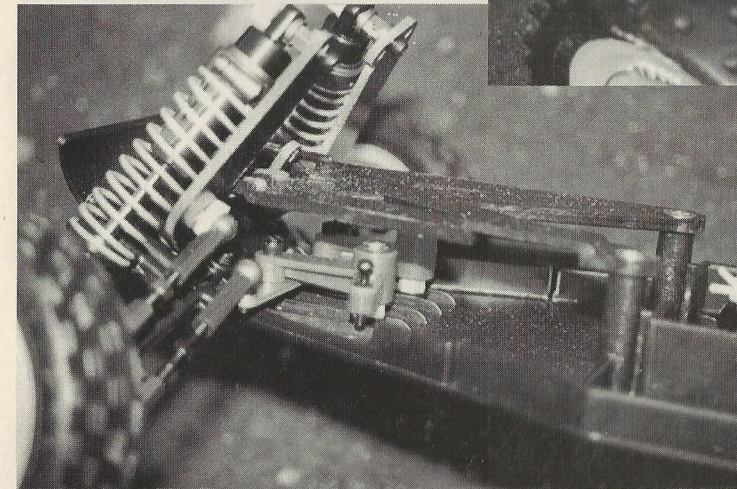
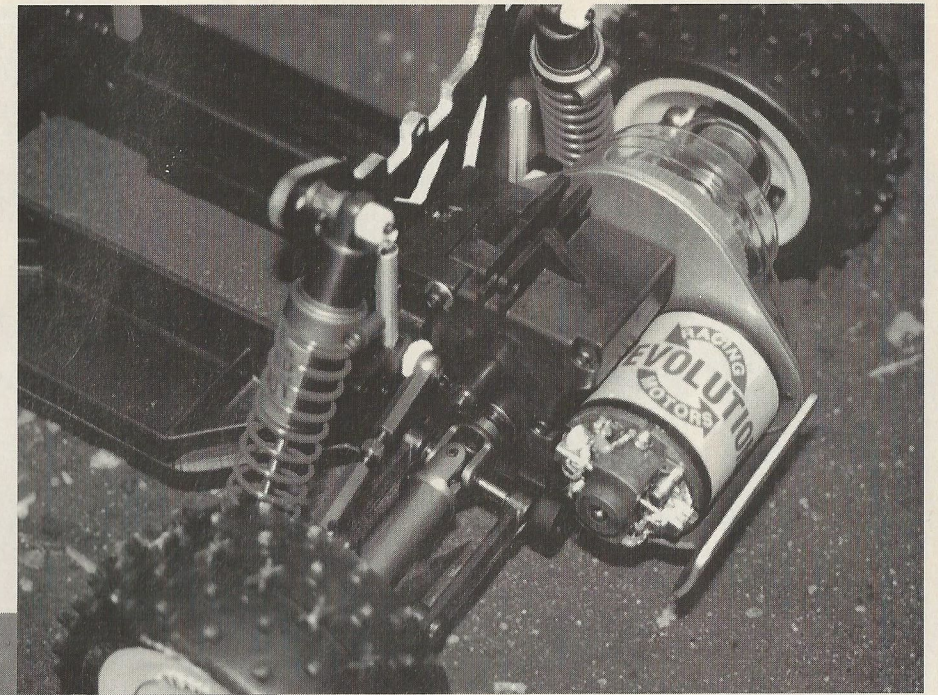
The JRX Pro SE has lately taken advantage of the optional 'Hydra Drive' transmission to achieve great results against the RC10 in the USA, using the phenomenal traction it gives to full effect.



Losi JRX Pro SE

This has become one of the most successful 2WD racers ever, especially in the USA where it really counts. The JRX Pro SE beat the seemingly all conquering RC10 in the ROAR stock and modified Championships.

Being of very sophisticated design, it must be the most adjustable 2WD car on the market. Incorporating graphite shock absorber towers and a really excellent resin type bathtub chassis, the Pro SE is a quality piece of model



engineering. A slipper clutch, ball diff and metal bodied oil filled shock absorbers come as standard, as do a full set of ballraces. With the Hydra-Drive now available, the JRX can justifiably boast that it now possesses the most sophisticated transmission available on the market at the present moment.

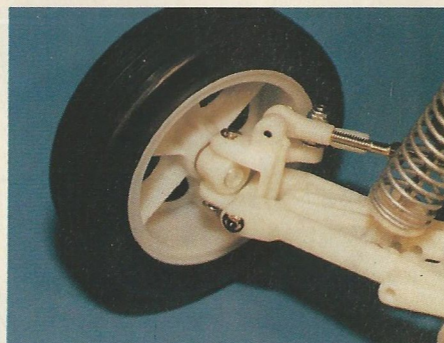
The Pro SE represents very good value for money, and it is certainly one of the best handling cars on the market.

(Full review in March 1992 RRC — issue 100).

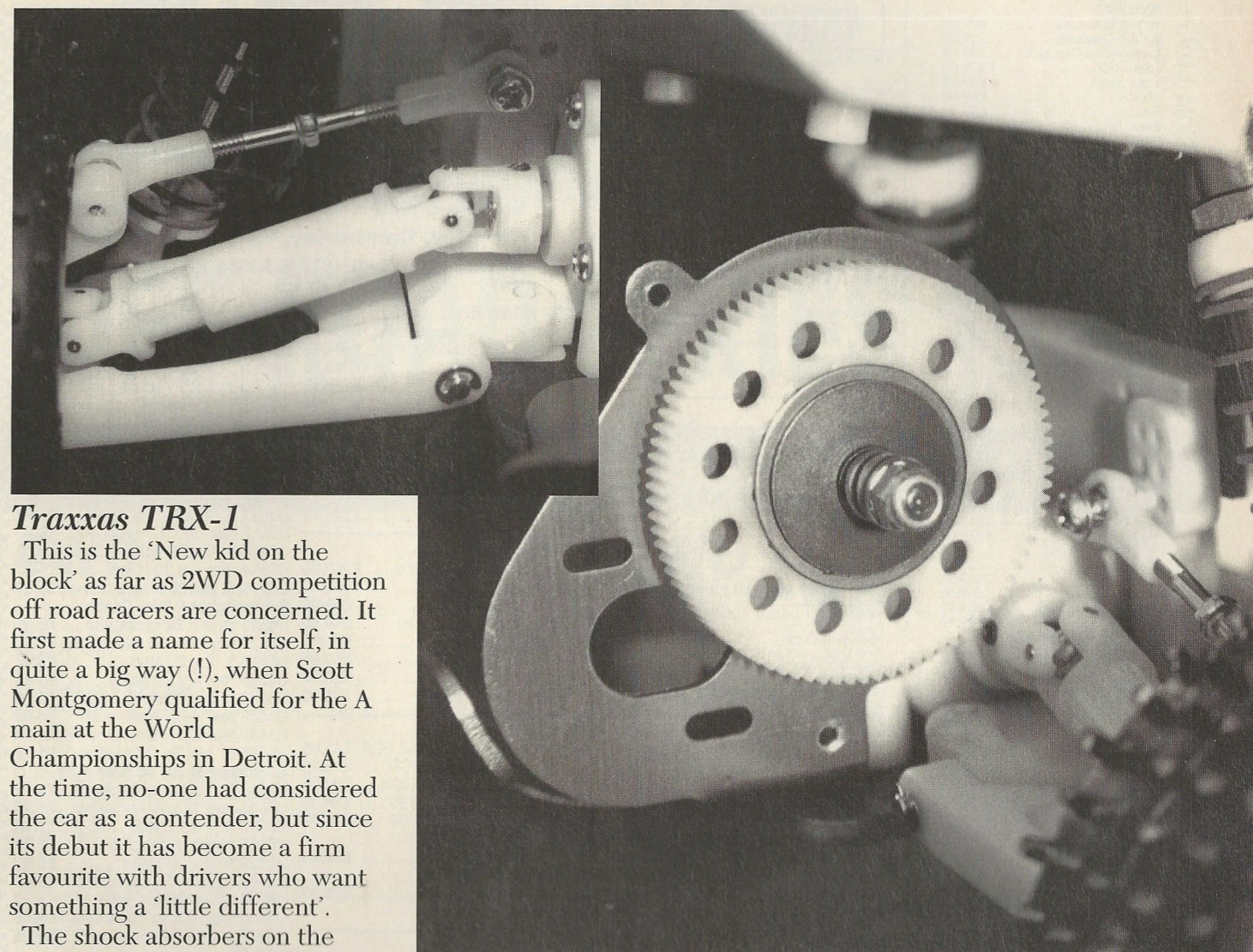
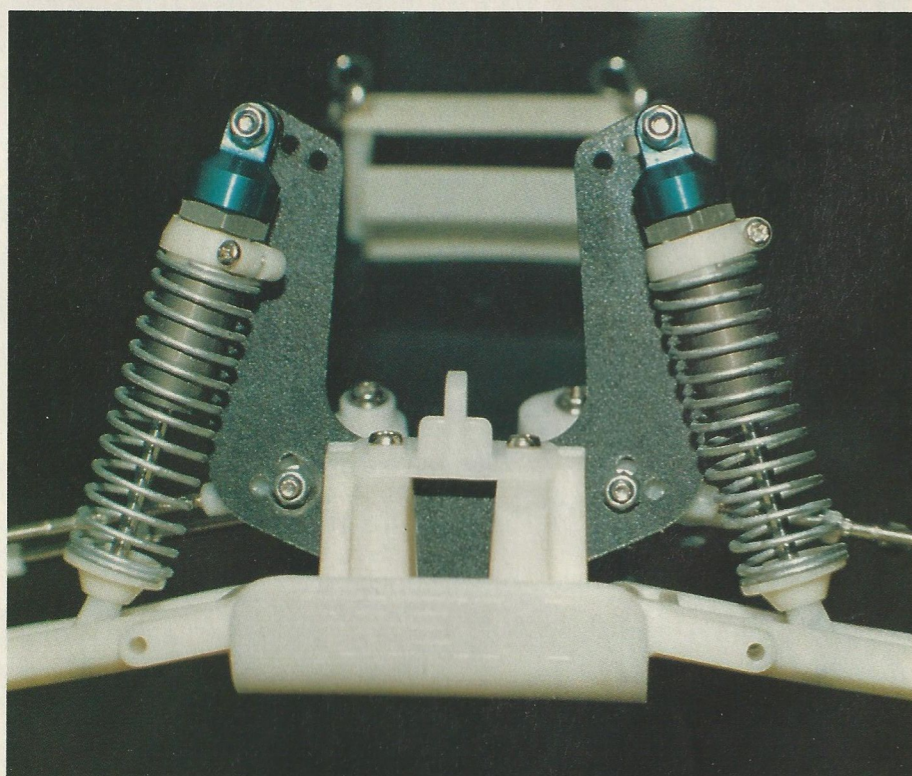
Available from CML Distribution Ltd, 4, Court St, Upton-upon-Severn, Worcs., WR8 0JT.

CHASSIS TYPE	Bathtub & front brace
CHASSIS MATERIAL	Plastic/Carbon resin
DIFFS. (NO & TYPE)	One ball & adjustable slipper clutch
DRIVESHAFTS F.	N.A.
DRIVESHAFTS R.	Plastic telescopic U.J.
DRIVE TRAIN	Gears
BALLRACES	Fully ballraced
RADIO ROOM	O.K.
BODY & WING	Polycarbonate
DRIVERS	Jack Johnson, Kyle Reed
TITLES	ROAR National champion. '91 Worlds 'A' final qualifier
PRICE	£175.00
BEST POINT	Chassis (and optional Hydra-drive transmission)
WORST POINT	Track rods
FIVE STAR RATINGS	
OUT-OF-BOX PERFORMANCE	****
ADJUSTABILITY	****
EASE TO WORK WITH	****
LOOKS	***
DRIVEABILITY	*****
EASE OF ASSEMBLY	****
'UPGRADE ABILITY'	***
INITIAL T-TEST RATING	****
SEX APPEAL	***
VALUE FOR MONEY	***

SIX Appeal



The TRX-1 made a brilliant debut, qualifying well into the 'A' at the '91 Worlds in standard form, unlike the majority of its' fellow finalists. The shocks are the best-A very friendly car.



Traxxas TRX-1

This is the 'New kid on the block' as far as 2WD competition off road racers are concerned. It first made a name for itself, in quite a big way (!), when Scott Montgomery qualified for the A main at the World Championships in Detroit. At the time, no-one had considered the car as a contender, but since its debut it has become a firm favourite with drivers who want something a 'little different'.

The shock absorbers on the TRX-1 have set new standards in R/C model car off road technology, as they are now considered to be the best available by a number of top drivers. The shocks are part of the reason why the car handles so well, especially over very bumpy circuits, where it appears to be in its element.

The only apparent disadvantage with the car is the lack of a protective 'undertray' as standard. However, these can be bought very cheaply and easily as an aftermarket modification. The TRX-1 is well worth considering if you want a top line racer, and it is also good value for money.

(Full review in Feb' 1992 RRC — issue 99).

Available from Traxxas Europe, P.O. Box 1128, Winterbourne, Bristol.

CHASSIS TYPE	Flat pan
CHASSIS MATERIAL	Graphite
DIFFS. (NO & TYPE)	One ball & adjustable slipper clutch
DRIVESHAFTS F.	N.A.
DRIVESHAFTS R.	Plastic telescopic/U.J.
DRIVE TRAIN	Gears
BALLRACES	Fully ballraced
RADIO ROOM	Plenty
BODY & WING	Polycarbonate
DRIVERS	Rick Vehlow, Derek Furmani, Kevin Griffin(?!)
TITLES	None to date. 1991 Worlds 'A' final qualifier
PRICE	£188.00
BEST POINT	Shock absorbers
WORST POINT	Bodyshell
FIVE STAR RATINGS	
OUT-OF-BOX PERFORMANCE	*****
ADJUSTABILITY	***
EASE TO WORK WITH	***
LOOKS	*
DRIVEABILITY	*****
EASE OF ASSEMBLY	***
'UPGRADE ABILITY'	**
INITIAL T-TEST RATING	*****
SEX APPEAL	*
VALUE FOR MONEY	***