

# KAWADA

*Kawada, a new name to some but certainly a product that we'll be seeing a lot more of in the future.*

Here in the U.K. the world of one twelfth racing still mourns the days when if you wished to race then you raced twelfth, basically because that's all there was before tenth off road made its appearance and subsequent meteoric rise to fame. Several factors influenced the growth of one tenth, which incidentally is what actually happened and not as some refer to the situation, the demise of one twelfth, two of the major influences were that you could, once built, use and compete with a one tenth car almost anywhere no need for tyre treatments or a special surface to be laid, use the local park, football club or wasteground. Secondly, and probably the most important, the word Tamiya became part of the English language and the sales and market-

ing boys had a field day selling what is still without question a superb product to a very eager and willing consumer! Unfortunately for the twelfth racer there wasn't a car amongst the plethora of new releases for them.

Of late however there has been an increase in not only the number of drivers who are racing this formula but the number of companies who are manufacturing one twelfth cars, so far so good. When we visited the World Championships in Holland last year several cars impressed us, the name Kawada impressed us greatly not only for the impressive looks and manufacturing excellence of their car, but for the friendly way in which our many questions were answered by the Kawada team (next month's R.R.C. features the Kawada M-300, the car that was being raced by the team at the World Championships). This month though we look at the Kawada Wolf a car

which as well as being new to most of us had some surprises in store!

### It's the Wolf, it's the Wolf

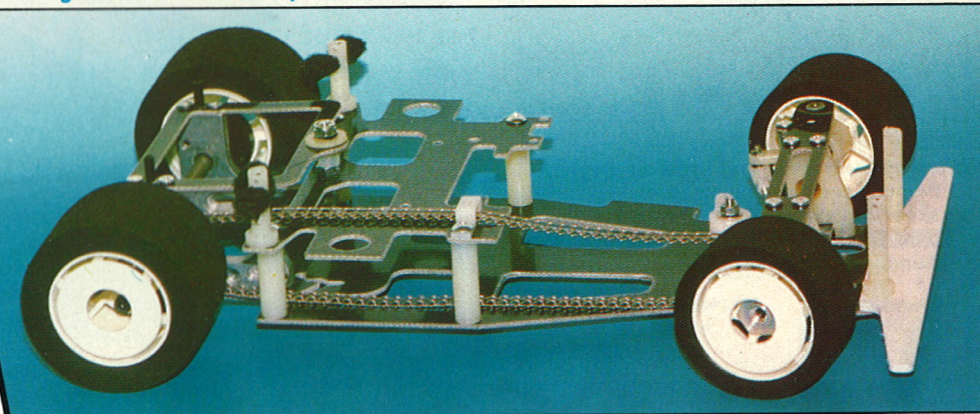
The Wolf is available in two versions, either as a two or four wheel drive car the option is yours. Our car was built as a four wheel drive version just to show how and also to be a little different. The Wolf is assembled from the chassis up using standard construction methods, and building time even for the inexperienced or first time builder should be no longer than an afternoon, let's face it, this time of year most afternoons are either wet, dark or cold anyway so the Wolf is ideal. A rear pod holds your choice of motor firmly in place and is manufac-

tured from a combination of alloy and fibreglass, fibreglass is also used throughout the rest of the car for items such as front beams, chassis and all braces. All moving surfaces can be ball raced, in order to reduce the amount of loss through friction using standard size races, the four wheel drive car will of course require more bearings than the two wheel drive version, but even so the races required do not cost a fortune and are well worth it. The drive is transmitted to all four wheels via a chain. A ball differential also contains a toothed wheel that drives the chain, at the front of the car another toothed wheel attached to a bar axle supplies the power to both front wheels, differential action at this end is

supplied by one way clutches built into the drive hubs.

A set of wheels and tyres are supplied that are fitted with removable wheel blanks for added aerodynamic efficiency. Also supplied is a superb quality miniature mechanical speed controller, the radio deck is already cut out in all the right places to accept two servos, a receiver and a six cell stick pack. No oil damping is designed into the Wolf, however a friction damper is supplied and works extremely well giving a range of damping and handling characteristics from unresponsive and mushy through to overresponsive and extremely twitchy and somewhere in the middle you will find that there is a setting that gives

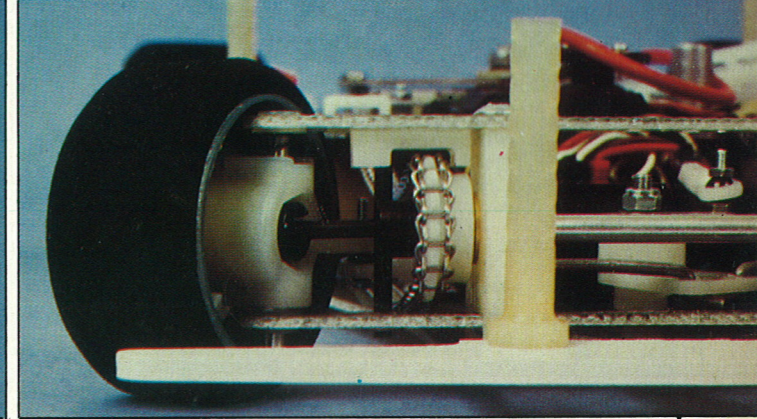
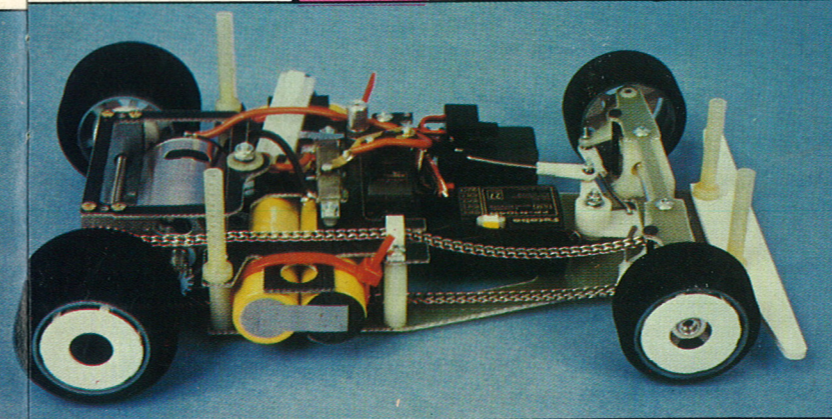
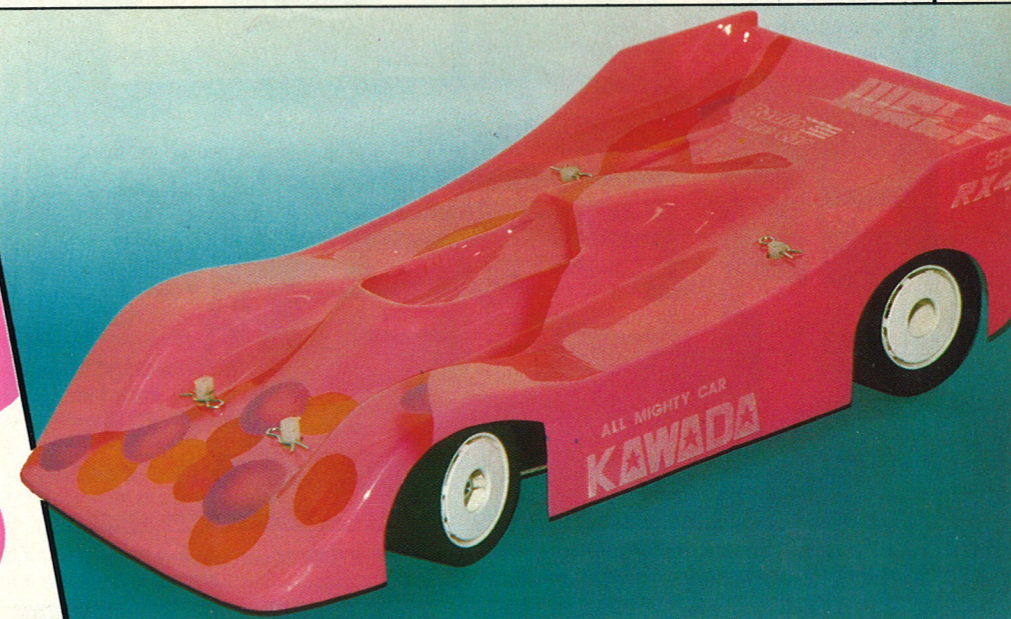
*Below rolling chassis shows clearly the transmission system.*

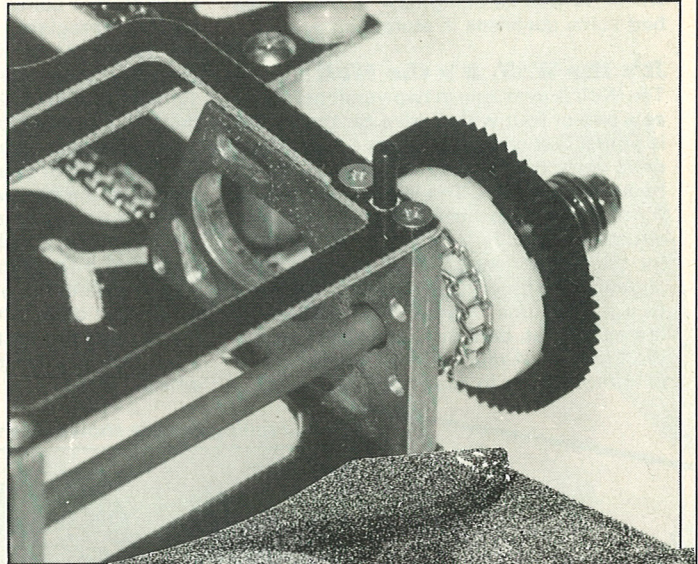
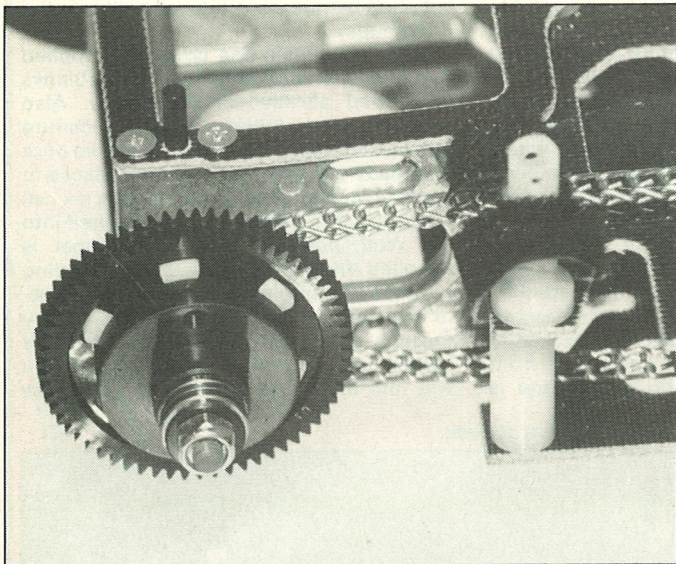


## RX-230

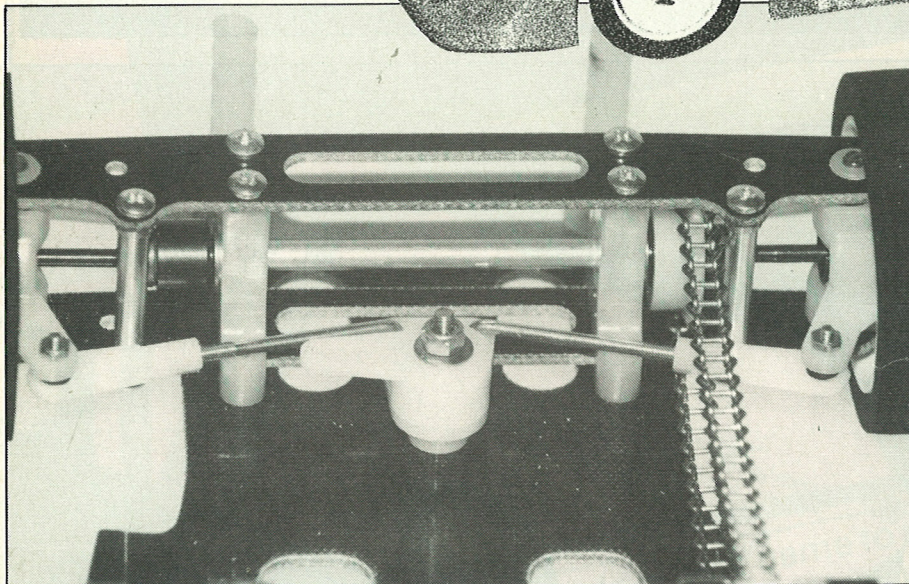
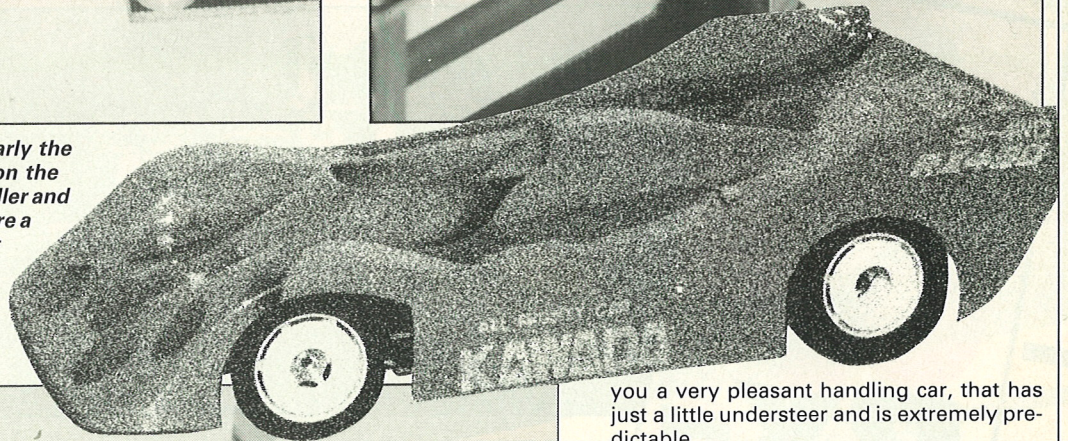
*Below all fired up and ready to go, a compact package.*

*Below right, front wishbones are very small.*





These two photographs show clearly the differential/chain drive unit used on the Wolf. Below, a centrally mounted idler and servo saver is included, ball joints are a very good push fit and should not pop off under any circumstances.



This photograph shows the front power take up and axle, a degree of anti squat is included in the front geometry.

you a very pleasant handling car, that has just a little understeer and is extremely predictable.

**A Wolf in Wolves Clothing**

The Kawada Wolf is a very user friendly car to both build and run and should provide hours of fun and enjoyment for any driver, once dialled in the car feels very responsive and is a pleasure to drive in either two or four wheel drive form. The Wolf is also very strong and can withstand most of the harsh punishment that can sometimes befall a racing car. All in all we must say that the Wolf is indeed a good investment providing all the plus points that you could wish for; and all in one car.

Anyone interested in further details on any of the Kawada products should fax Japan 0565-27-9356 or write to Kawada Radio Control Model, 10-47 Ohbayashi-CHO, Toyota-City, Japan T473.

Don't miss next month's R.R.C. where Greg Halliday reviews the Kawada M-300. Order your copy now!

*Nylon uprights and tempered drive shafts make for a sturdy, strong car, giving a long and happy life expectancy.*

