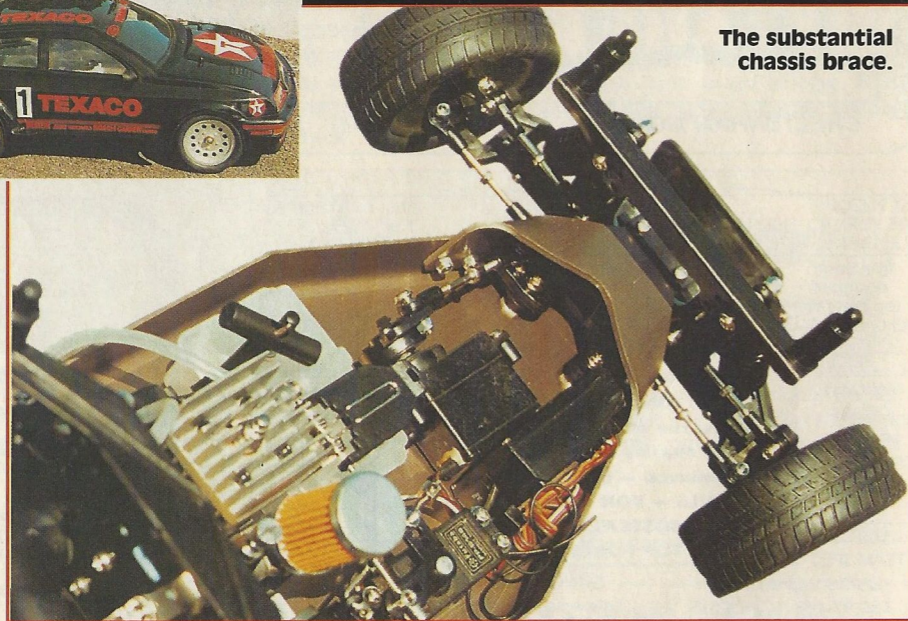


Mike Haswell reviews this ARR (almost ready to run) machine from Ripmax.



The Cosworth RS500 is made by a Taiwanese company called Image Models Inc., and is basically a saloon bodied version of their Victra 2wd off-road car. It is essentially a fun vehicle, rather than an out-and-out racer, and is aimed at the first time buyer who wants something that sounds and smells like a real racing car. The Cosworth comes fully assembled from the factory, and this just leaves the purchaser to fit the 2 channel radio of their choice, acquire a glow starter and to paint the rather tasty RS500 body.

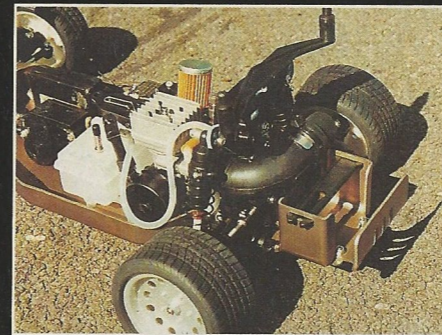
The Cossie is powered by a .12 IC engine of the glow plug two stroke type and, as is customary for a car of this type it is equipped with a pull start mechanism therefore negating the need for an electric starter (the chassis is milled out so that it is possible for a starter to be used). The rest of the car is very much like a conventional two-wheel drive off-road car, with fully independent suspension and oil filled dampers with coil-over springs. For this version of the car, for which tarmac is most suited, the suspension travel has been limited by means of some plastic tubing to act as bump stops on the shock absorber shafts, which cuts down the amount of roll exhibited by the car when cornering. The chassis is a champagne coloured T6 aluminium tub (a'la RC10), which not only is extremely strong but acts as an excellent heatsink for the motor. The drive is fed through the gearbox, which utilises 48 diametrical pitch gears, to the planetary differential and from there out to the rear wheels via the telescopic, universal-jointed drive shafts (a'la Schumacher).



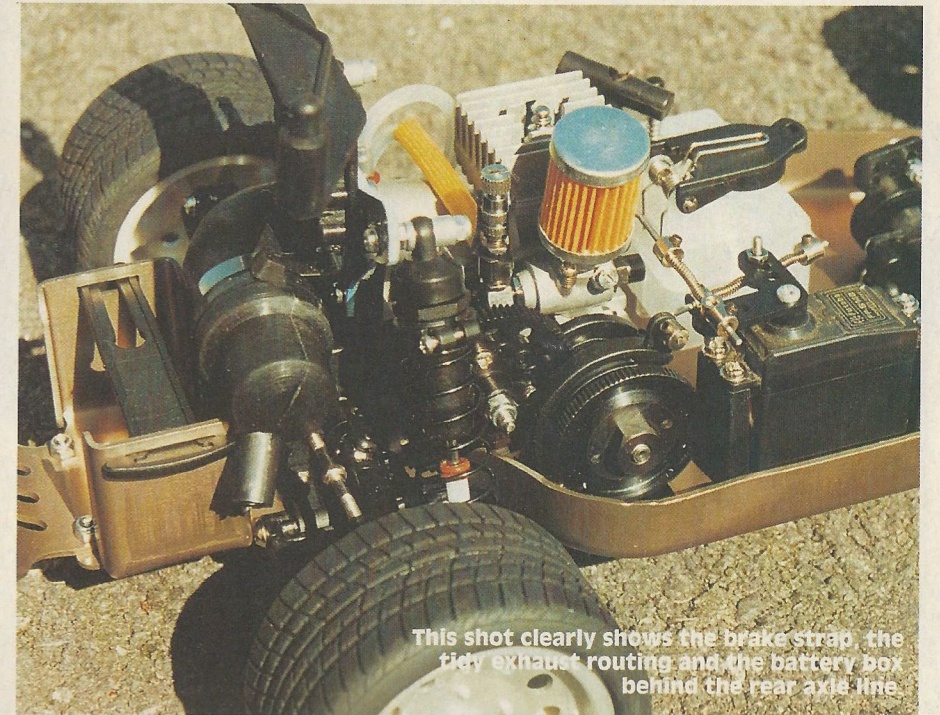
The substantial chassis brace.

Fitting the radio gear was a doddle, with all the linkages being supplied ready fitted to the servo horns, the throttle/brake set-up usually causes difficulty for novices, so ten-out-of-ten to Image for that. The instructions neglected to mention installing the receiver (a vital bit of equipment I would have thought), although there is a picture of it secured on top of the steering servo with a tie-wrap. I mounted mine on its side next to the steering servo using some double-sided tape. The other area where the instructions slip-up is regarding the bodyshell, as it just appears fully painted, wings and stickers attached, on the box illustrations. I painted mine black, as per the box, on the inside after masking off the windows. When it came to attaching the stickers, it was a case of looking at the picture on the box and attaching them to the bodyshell, although the rear of the car was a bit of an educated guess with the left-over stickers!

To fit the wings and mirrors, I put them over

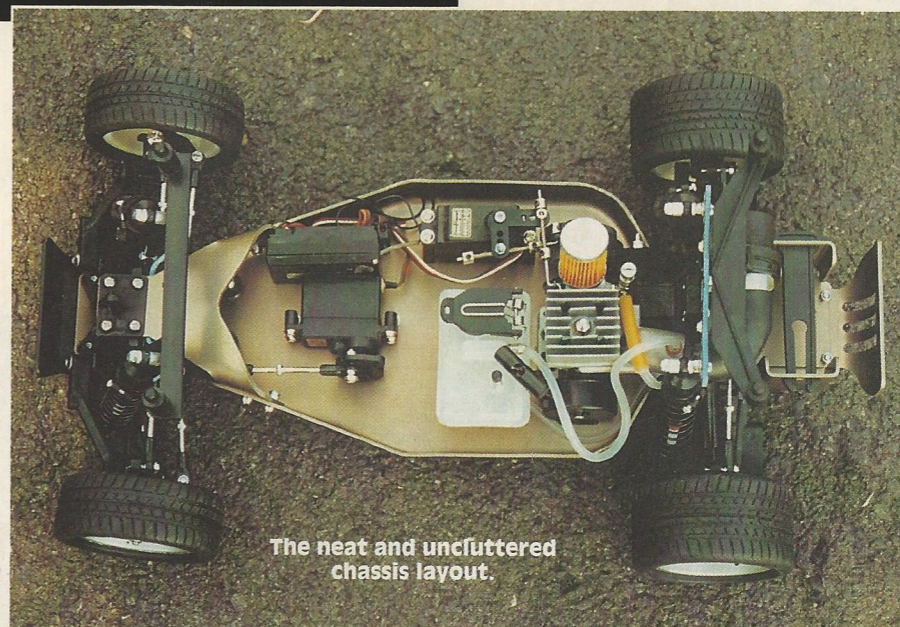


the body and then marked where the holes were needed for the screws required to mount them to the body. The end result was quite good, and the car certainly drew some admiring comments from those present at the photo shoot.



This shot clearly shows the brake strap, the tidy exhaust routing and the battery box behind the rear axle line.

The Image Models Victra RS500 Cosworth



The neat and uncluttered chassis layout.

Mine took three pulls and that was it, the motor was up and running. If, having established that the glow plug is lit but the motor still won't start, take it back to the shop from where it was bought and ask them to show you how it should be done.

The performance can't be described as earth-shattering, but as the motor is new and will obviously benefit from a reasonable running in period, I think that the car will prove to be quite a fun machine to run around. I was running 10% nitro content fuel, which seemed to suit the motor well, as most small capacity glow motors prefer a reasonable amount of nitromethane. This type of car most definitely doesn't run on petrol, even though they are commonly referred to as petrol cars, so please, please, please, DO NOT USE PETROL.

The Image Victra Cosworth RS500 had a reasonable turn of speed, handled competently (this could be improved with grippier foam tyres), and would be quite safe in the hands of a novice (provided that the model isn't driven up and down in the street). Imported by and distributed by:- Ripmax, Ripmax Corner, Green Street, Enfield, Middlesex. EN3 7SJ. Tel:-(081) 804 8272.