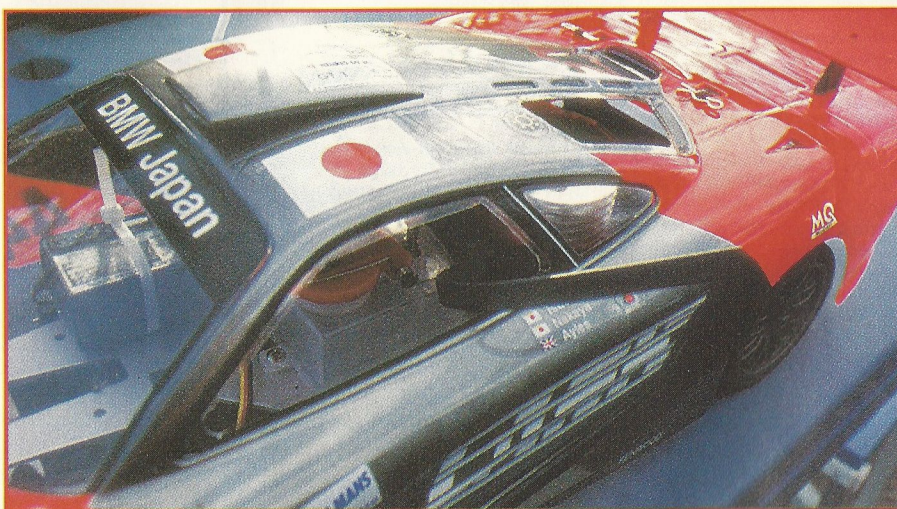


spring is in the air

The days are getting longer, Spring is in the air and racing with gloves on should soon be a thing of the past. This month we tempt you with variety. Nitro and Electric, on and off road cars. All the cars originate in the far East a region of the world well versed in producing kits of all kinds. The best are very very good, the worst are appalling, so we don't bring you those!

So what have we brought you? First up are regular reviewers Chris Fife-Schaw and Peter Chaldecott, ably supported by 'the boys' no doubt. Chris took an immediate liking to the new Kyosho 2WD Nitro, the Spider. A cross between the old GP10 MK1 and the new GP10 MK2 the Spider has quality through and through, and judging by the emails from Chris you will see the car out and about on the Kyosho Cup trail, give him a cheer when you see him. Another review car destined for a hard life is the subject of Peter Chaldecott's piece - The Long and the Short. Peter, a dedicated Tamiya F1 man, was so taken with one of the two TAO3R's that he built he has pledged to race it and son Rob will probably give the other one some track time. Which did he prefer? read his report and see if you agree.

Chris Deakin is back again with two reviews. The Kyosho TF3R is a really tasty piece of kit which blows away all the inadequacies of its predecessors in a puff of carbon dust. How good? Ask Chris, he is happily racing the '99 'R' in the CML winter cup. Chris steps up again with part two of his Mugen Avance article. This time Chris puts the Avance through its paces as a 2WD, too tricky (and fast) for me but I loved the car in 4WD, phew it shifts. Mike 'Tarmac Tenth' Haswell gets to review the Yokomo J-Pro USA, another car that has its origins in the team cars used at the World Championships held last year in the UK. Finally new reviewer Colin Betteridge has a play with a pure fun car, no racing category caters for a 4WD Nitro truck but I am certain if enough people want to race one Doug Hogg and the boys at the Worcester club (motto, 'we like Nitro trucks') will put on a heat! Seven reviews? It would have been more but, as usual, no space left boo hoo!



The side window was removed for cooling and refuelling

The new Kyosho 2WD Nitro

I thought I had never hear myself say it, but competition in the market place can be a good thing. With Schumacher, HPI, Carson and even Tamiya getting in on the 1/10th scale IC market prices are starting to tumble, which has got to be good for racers on a limited budget. Who would have thought as little as 5 years ago that you could get a race ready IC car with an engine, proper chassis, full independent suspension, oil filled shocks and all for a RRP under £140? Well here it is, the Kyosho 2WD PureTen GP series McLaren F1 GTR (also available as a Mercedes CLK).

So where does this fit into the Kyosho collection then? It fits between their Mantis series cars (saloon and rally car bodies) and the 4WD PureTen Mk2 as reviewed by Chris Deakin in the October 1998 edition of RRC. Though the 2WD Mantis cars have a slightly larger engine they have a largely plastic chassis and no shock absorbers (though these can be fitted at a price as I found out with the Mantis Volvo I reviewed last year). This McLaren has the same chassis and shock absorbers as the Mk2 4WD PureTen car but lacks the belt drive and necessary gubbins to drive the front wheels. It also has the slightly older GS11-X engine rather than the new ballraced GS11-R found in the Mk2 4WD car. Mind you this may be no bad

thing as with 2WD you don't want too much power or you will end up in the weeds.

All this is a bit confusing, for sure, but Ian Richards of Ripmax assures me that these new cars will be eligible for the Kyosho cup in 1999 so this is a serious addition to the range and it is intended as a race car, not just a fun car.

What do you get?

The kit comes half built with the engine, gearbox and radio plate already assembled. This helps people avoid potentially costly mistakes such as a making a poor pinion-spur mesh, but I found it much easier to take the radio plate off to mount the radio gear - it all depends on how small your fingers are. As you would expect at this price the kit has no ball-races or fuel filter, we would recommend that these are fitted if you plan to use the car much.

The chassis is a high quality affair and the shocks, while quite basic in design, are some of the smoothest I have put together in some time - no need to replace these, then. As I knew from Chris Deakin's review and general trackside wisdom, I opted to use 60w shock oil from the start to avoid a bouncy ride. The kit

pink peril

tyres turned out to be quite good but remember that the front and rear tyres are of different grades and there are no markings on them to tell you which is which - once you have put them on the rims mark the wheels to remind you.

How Pink is Pink?

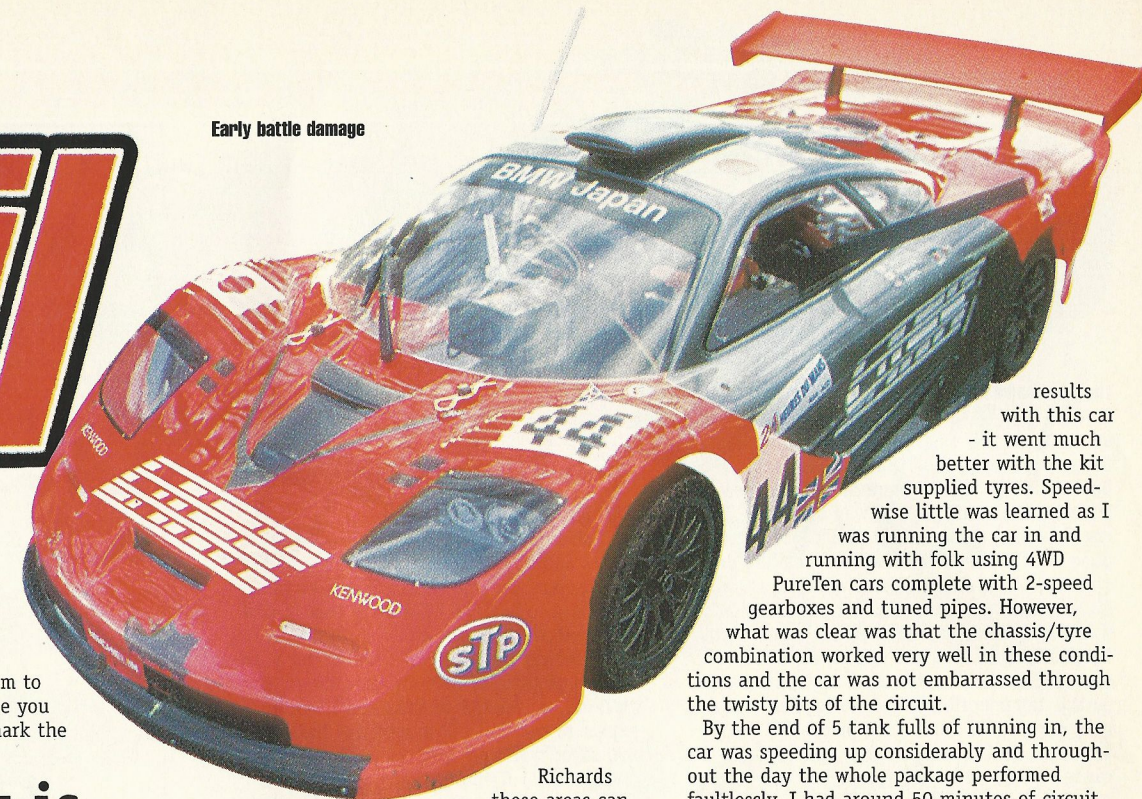
The body is an excellent moulding as usual from Kyosho. In order to highlight the details the Lexan itself has to be rather thin, it is always difficult to find a balance between fine detail and strength. As I found out a shell of this level of detail is rather prone to damage in relatively mild shunts (wot?, me crash? surely not!). Matching the colours was quite an interesting challenge. The manual says to use fluorescent pink but the box art and adverts in RRC suggest a much more red-based colour. Those of you who read Chris Deakin's 4WD review will know he used a very pink, pink which is, in fact, much more true to the real car. To compound the problem, the sticker set gives fluorescent pink stickers for the fiddly bits but these are too thin - once mounted over the gunmetal grey they appear fairly dull indeed. I chose to omit them and go for the more red-based colour found on the box art. If you have the patience you should try to do the fiddly bits with masking tape instead.

As the McLaren has no rear windows two masks are provided and, according to Ian

'throughout the day the whole package performed faultlessly'



Early battle damage



results with this car - it went much better with the kit supplied tyres. Speed-wise little was learned as I was running the car in and running with folk using 4WD

PureTen cars complete with 2-speed gearboxes and tuned pipes. However, what was clear was that the chassis/tyre combination worked very well in these conditions and the car was not embarrassed through the twisty bits of the circuit.

By the end of 5 tank fulls of running in, the car was speeding up considerably and throughout the day the whole package performed faultlessly. I had around 50 minutes of circuit time with no problems except a failed servo (my fault) and the above mentioned body damage. I found the brake a little sudden in application and so fiddled with the linkages prior to the next run.

Richards these areas can be cut out for cooling

purposes and to give access to the cylinder head for starting. The side windows can be cut out as can a 40mm diameter hole for refuelling but don't cut out anything else if you intend to race in the Kyosho series. As these bodysells are quite expensive, I would advise you save the Kyosho body for 'best', and running in their series and otherwise use a cheaper body for bashing about at club meetings. The photos here show the body before cutting out the holes - unfortunately, after a couple of minor prangs during running in (!) it looked decidedly second-hand and I have now gone over to a cheap Chrysler Viper body for use until the series starts in earnest.

Getting started

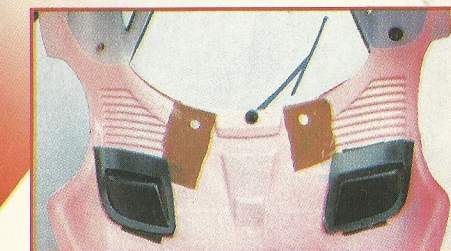
Starting the engine was a three-pull affair and I ran through a tank-full of 10% Nitro fuel at low revs at home before hitting the track for some gentle running in. This time (glory be!!) the car stayed very clean with all the exhaust goop ending up outside of the body as it is supposed to do.

Run 1 - Running in at Aldershot

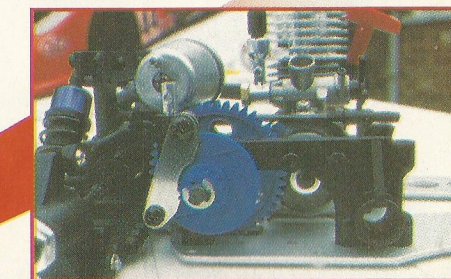
Apart from nuking the bodysell as mentioned above, the car performed well. The day was bright and sunny but the track surface was still damp and everyone was having trouble staying on the black bits. Surprisingly, a trial with some damp tyres that work well on electric 1/10th scale saloons didn't produce similar

Run 2 - Round 7 of the AMCC Winter Club Series

This didn't look too promising at the start of the day. Early on it was raining and the track was flooded. All the opposition had fully sort-



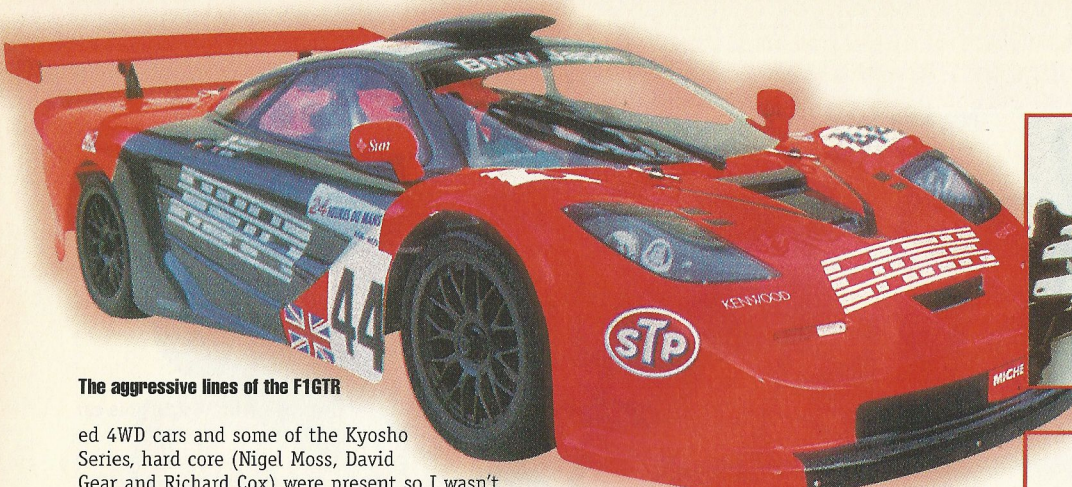
Some tape around the mounting holes prevents paint damage



The plastic disc brake works well enough

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wealth safety prosperity



The aggressive lines of the F16TR

ed 4WD cars and some of the Kyosho Series, hard core (Nigel Moss, David Gear and Richard Cox) were present so I wasn't expecting too much in the way of results. In the first few rounds things didn't look too good with horrendous understeer making driving very difficult. The tyres were not working on the much wetter track. Things got better in the later rounds when Ben Elliott leant me his Kyosho 25 tyres and the understeer disappeared. I qualified 4th with a 13 lapper beaten by the aforementioned Kyosho regulars but was only one second behind 3rd place. FTD was a 15 lapper. In the final, with a drying track, the car ran really well taking third with a respectable 14 lap time after Richard Cox hit mechanical problems. Given the single speed and lack of tuned pipe and ballraces this was quite a satisfying result. Roll-on the upgrades and the 16% Nitro.

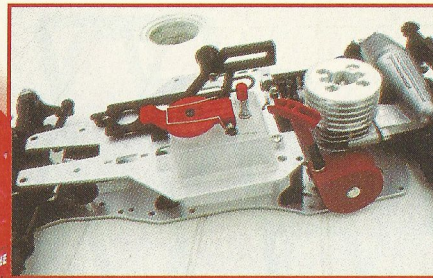
Conclusions

Is this the car for you? Well yes, if you want a cheap entry to IC racing and/or want to run in the Kyosho series. This is could be a much cheaper entry to r/c racing than an electric car since there are no nicad battery packs to buy nor an electronic speed controller. You do need 4 pen cells for the radio gear, some fuel (under £12 for a gallon that will last for months), a glow starter and a basic radio set but that's all. The car is upgradable to 4WD but if you want a

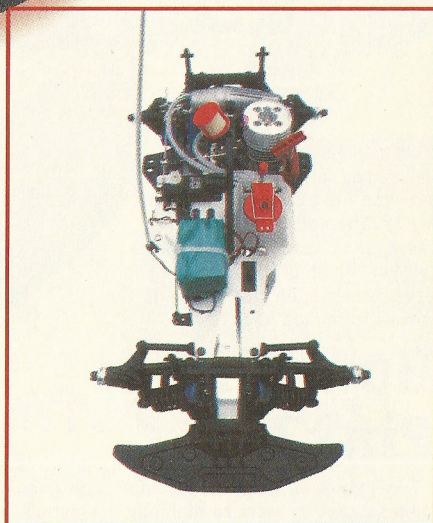
4WD PureTen

car I strongly suggest you buy it outright. Spares and upgrades for the Kyosho cars are not amongst the cheapest and it is certainly a good idea to buy the 4WD car if that is what you want and you can afford it. Currently the 4WD Mk2 car has a RRP of £189.99 but is being sold for as little as £175 in some shops. The 2WD car has an RRP of £139 and I would expect to see that fall a little but the approx. £60 saved won't get you the 4WD conversion and the GS11-R engine.

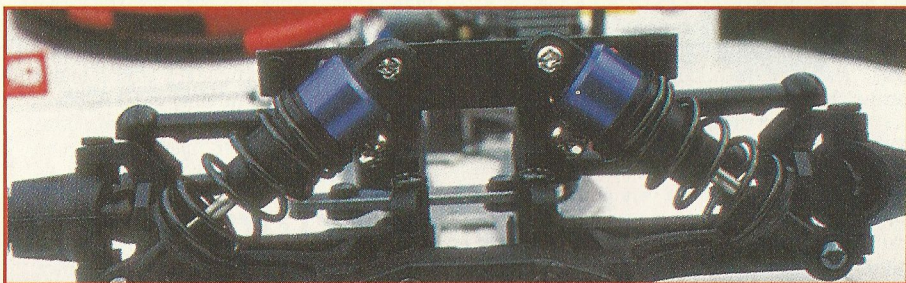
Having said this, the 2WD is a valid introduction to competitive IC and driving a 2WD car well demonstrates your driving skills much more than does 4WD. If you want to run in a proper race series the Kyosho Cup is an option as is club racing at many of the UK's permanent circuits. I liked this car a lot and I will be running it in some of the Kyosho rounds this year - see you there? **RRCI**



The GS11-X engine



I put the receiver in a balloon anticipating wet weather



Nice smooth shockers

Quick Spec

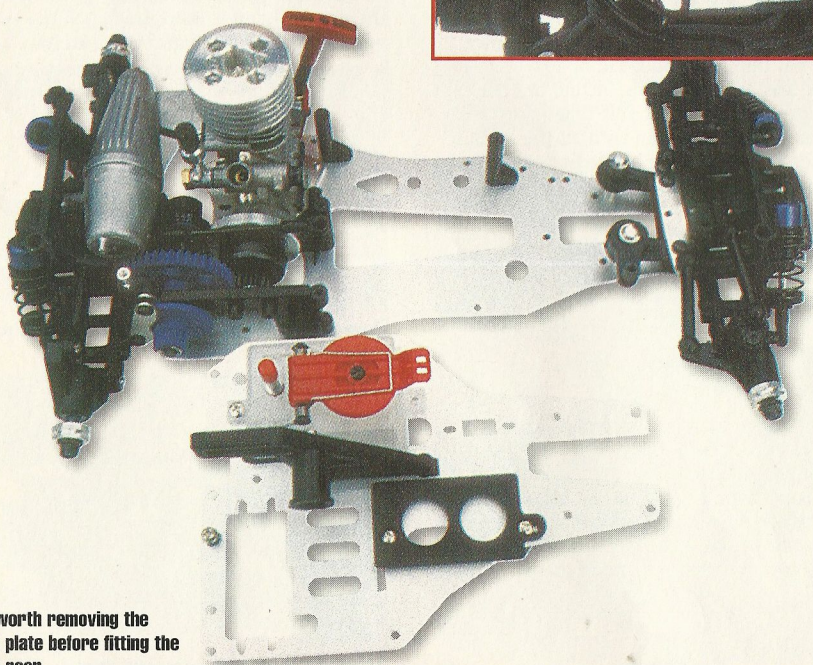
2WD Nitro powered 1:10th GT car. Pull start engine, silicone damped coil over shocks. Paint, Radio, servos, Nitro fuel and glow-starter needed to complete.

Likes

- Proper chassis
- Usable shock absorbers
- Lovely body
- Value for money

Dislikes

- Relatively high cost of spares/hop-ups compared to after market parts
- No roll-over hoop to carry it



It is worth removing the radio plate before fitting the radio gear



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