

Formula 1 fever hit the world in a big way last year, with Nigel Mansell's World Championship effort the subject of conversation and argument around the globe. Italy, and somewhat surprisingly Japan, are the countries that take F1 racing the most seriously, and as Japan is the place of origin of the majority of the model car kits on the market what is the result? You've got it, model formula 1 cars!

Kyosho entered the F1 market with a 1/8 scale Ferrari powered by a small glow plug motor, following this up with both an electric and i.c. version of the Jordan F1 car. The most obvious scale to produce next was 1/10, and the Benetton seen here is the fruit of the design team's labours.

The Benetton kit has quite an unusual chassis design, the two deck chassis having a flexible lower chassis plate that is made rigid by a stiff plastic top deck that looks very similar to the top section of a Formula 1 car 'tub', as they are known. The rear suspension works very much along the lines of 1/12 scale car design, with a rocking T piece that has an upper damping plate, either side of which there rests a spring loaded damping washer. The handling can be tuned to suit personal tastes and track requirements by



loosening or tightening the spring tension, or the application of different weights of silicone grease to the damper washer area.

The differential is a geared type, which

Altogether, the Kyosho Benetton is of traditional design so doesn't offer any radically new ideas, but it is very nicely kitted, builds extremely quickly without any problems at all.

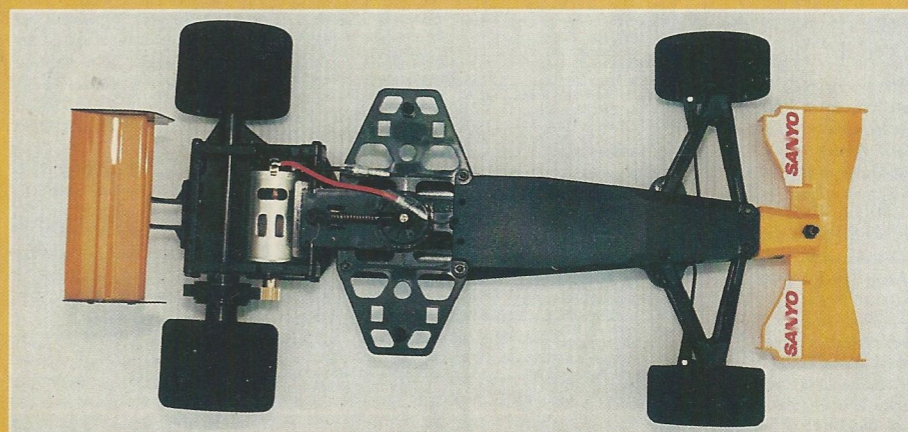


# THE KYOSHO BENETTON FORMULA 1.



is seen to provide a more simple solution to an effective differential than a ball diff which could possibly lead to problems for some of the younger beginners that are likely to try this car as their introduction to r/c racing. The steel axle looks as if it could withstand the weight of an American wrestler, let alone a light 1/10 scale model, so for serious racing it would be the first item on my list to replace in an effort to reduce the weight.

The front suspension is the conventional sprung kingpin type, as used on the majority of the smaller scale model circuit racing cars, this is a very simple although effective means of providing suspension, and again differing thicknesses of silicone grease can be applied to the kingpin to tune the damping and provide lubrication to the sliding kingpin.



(although I still haven't mastered the art of attaching tyres with double sided tape!) and offers the budding F1 enthusiast a good chassis with potential for tuning to suit personal taste when setting the car up. With the alternative body kits available, a Ferrari and a Williams, the basic chassis can be made into a replica of your favourite F1 star's car, or can be purchased as a kit in the first place. The alternative is to have all three shells, act like a full size F1 star and drive a different car in each heat! Manufactured by Kyosho in Japan, and distributed to the trade by Ripmax Ltd, Ripmax Corner, Green Street, Enfield, Middlesex. EN3 7SJ. Tel:-081 804 8272.