

MODEL CARS BUILDS THE LATEST

2WD MONSTER TRUCK TO COME

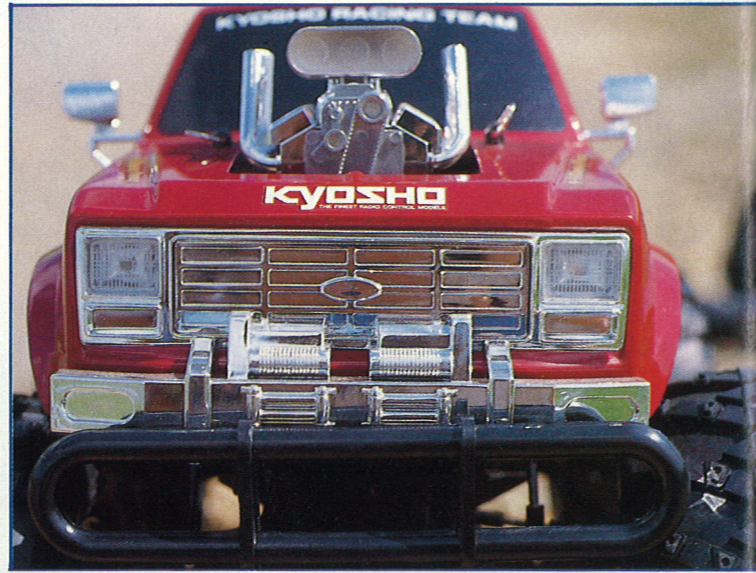
FROM THE KYOSHO CAR COMPANY

**BIG BOSS**

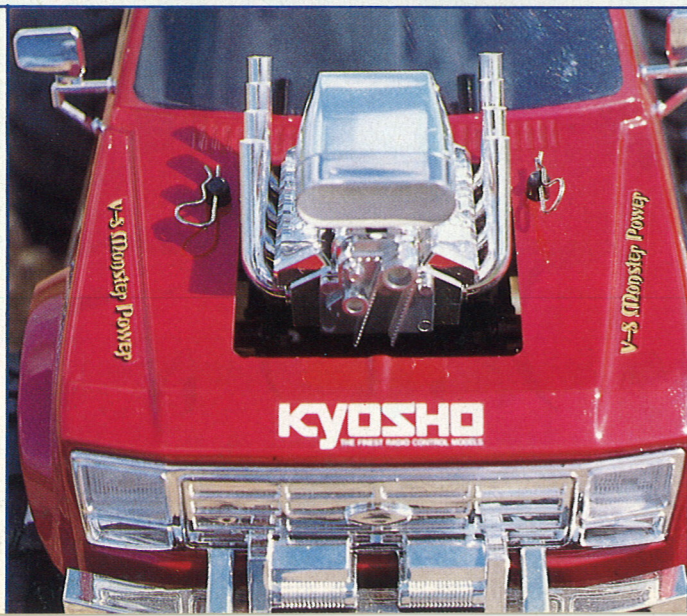
BRIDGESTONE

**Big  
BOSS**





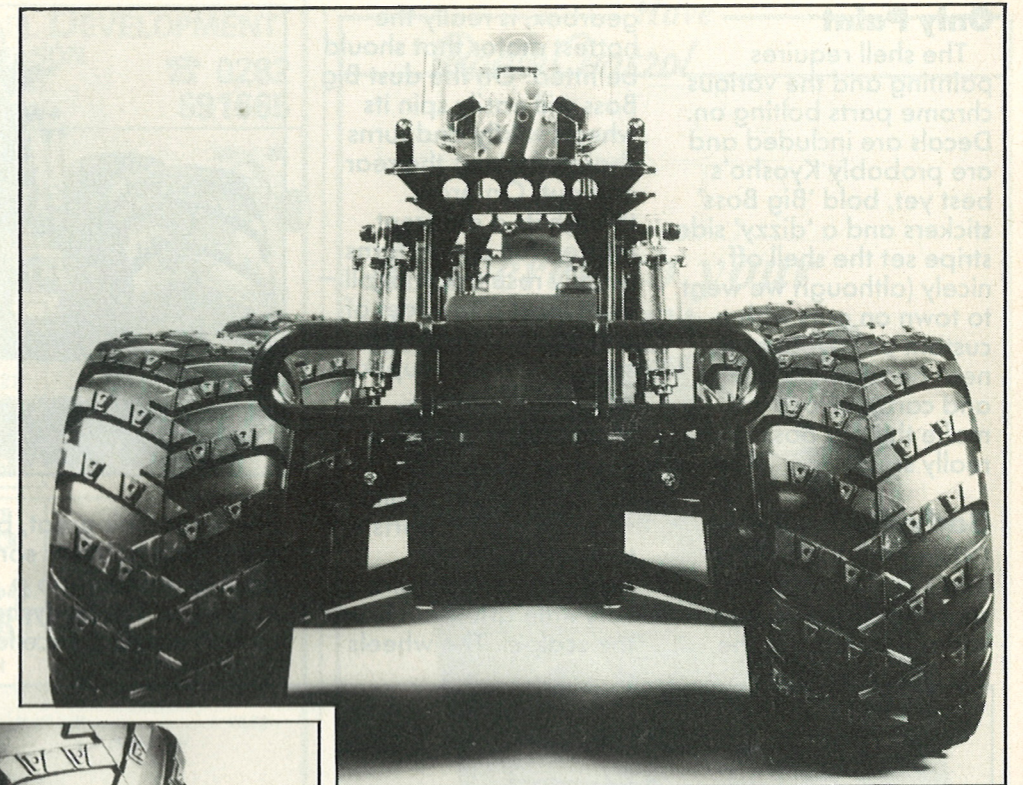
*Big Boss comes supplied with a colourfull decal sheet although Model Cars chief sprayer Bob Petrie decided to give our BB the grave yard treatment! Engine detail is excellent - carbs and exhausts everywhere.*



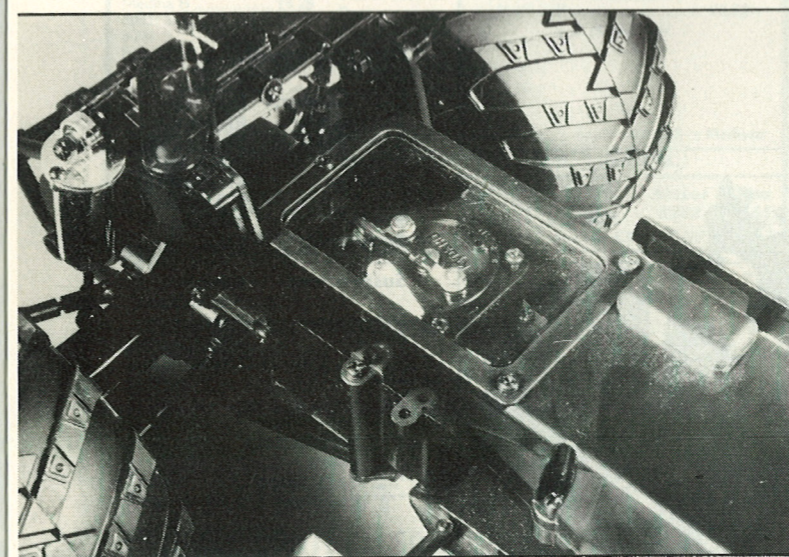
**Y**ou may think that you've already seen the Big Boss - true it does look very similar to both the Double Dare and Big Brute but Kyosho have actually made a few necessary changes.

### Round & Round

Wheels and tyres remain the same but the double wishbone suspension is now softer, allowing the car to ride the bumps rather than skip over them. The car's suspension arms are familiar, but new oversized chrome look dampers are now fitted. The standard 540 motor that is included sits rather



*Big Boss has wide stance and enormous tyres. Left: Speed controller is visible through Lexan cover. Below: Slim chassis has bolt on battery clamps and gives high ground clearance.*



high on the chassis but is reasonably powerful.

### Suspension \*\*\*

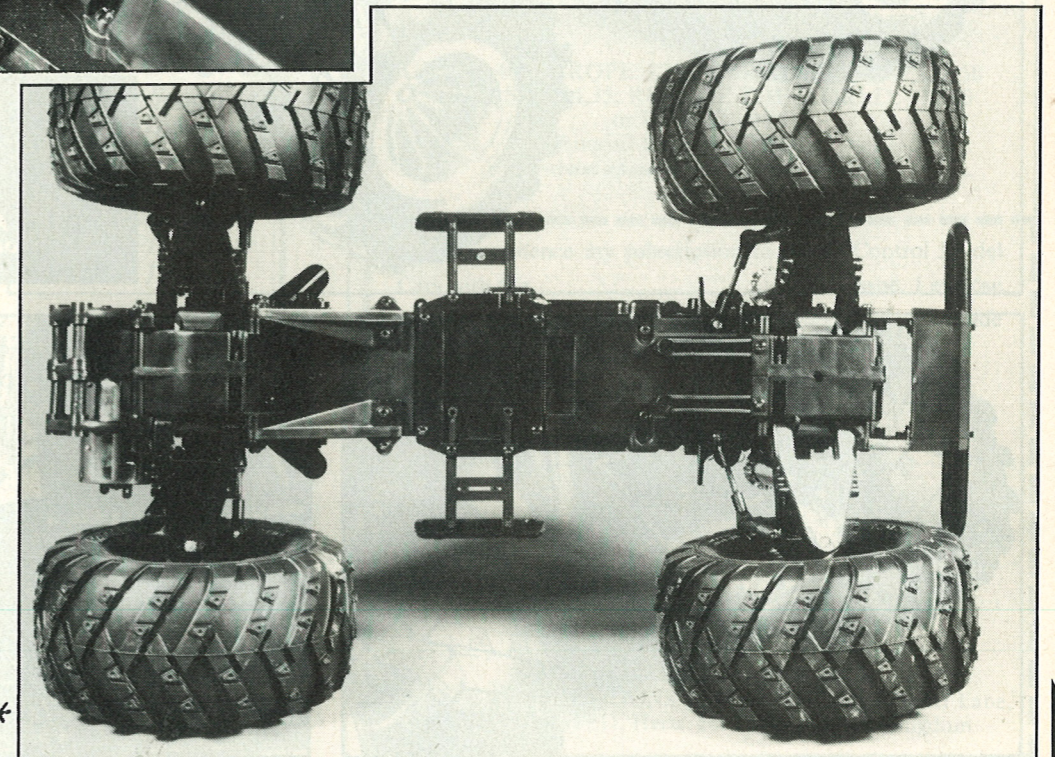
The chassis is the usual Kyosho plastic tub - this is tough, light and strong but the design makes maintenance and Radio Control equipment fitting awkward, Kyosho do give you all you need (less the radio system) ie, all connections, steering rods and ball joints. The steering system worked well giving good lock, and the servo saver tension is about right.

### Radio Installation \*\*

Where the Big Boss

really scores is in its appearance. The Ford F-250 bodyshell is excellent - the body sits correctly on the chassis and is in good proportion to the chunky wheels.

Kyosho have now toughened up the roll cage and the car can now be safely picked up and handled by it with no fear of ripping it off - unlike the Big Brute.



## Only Paint

The shell requires painting and the various chrome parts bolting on. Decals are included and are probably Kyosho's best yet, bold 'Big Boss' stickers and a 'dizzy' side stripe set the shell off nicely (although we went to town on ours with a custom paint job) and neat headlamp decals and carburettor trims make the Big Boss look really smart.

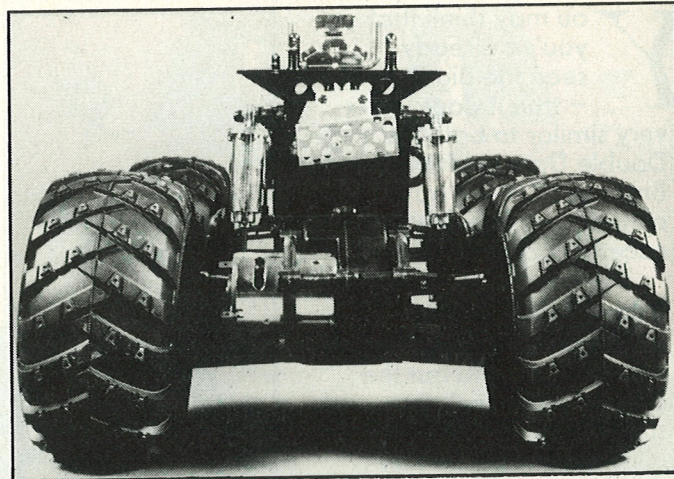
## Bodyshell \*\*\*\*

Driving the Big Boss is fun! The 540 motor is reasonably powerful and without ballracing the

gearbox, is really the hottest motor that should be fitted. On the dust Big Boss will easily spin its wheels wildly and turns sharply kicking the rear end out. On grass though its a different matter, full power turns usually result with a roll – or at least a few feet of two wheel activity – it save tyre wear I suppose!

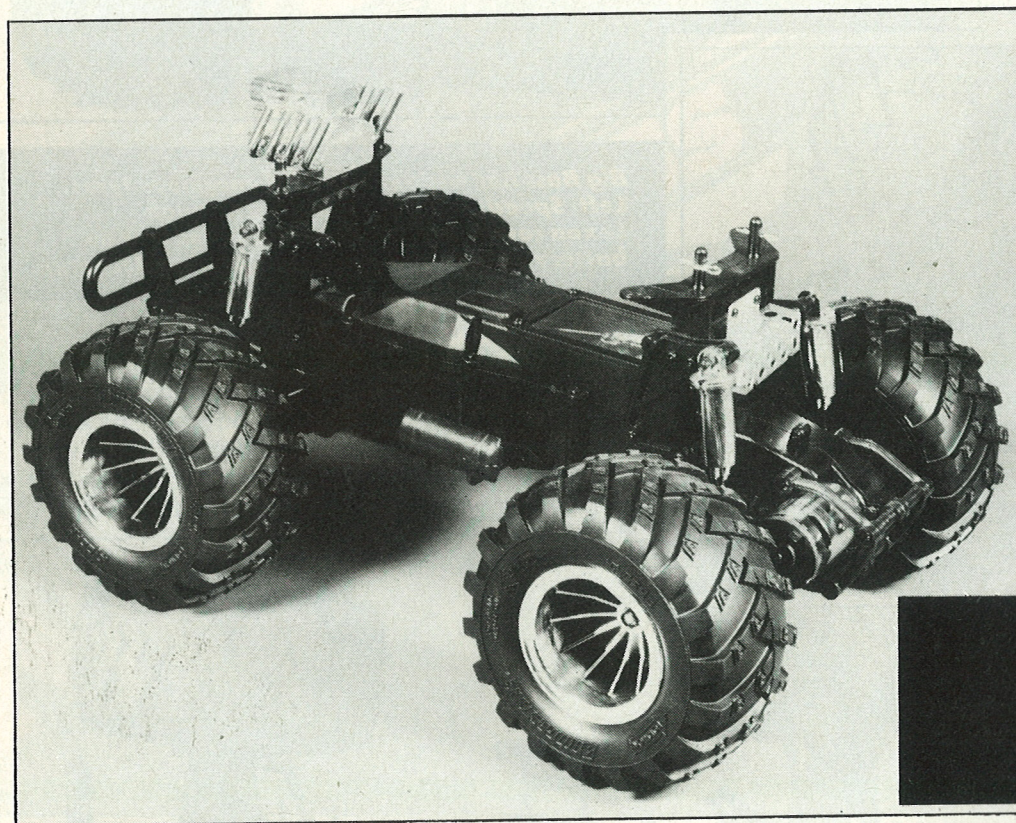
## Handling \*\*\*\*

Big Boss gives no problems during building – all the plastic parts are to Kyosho's high standard and require very little attention from the scalpel. The wheels



and tyres look great, but are a little heavy – some dieting wouldn't go a miss here. The bodyshell as we've said is excellent

and looks great. With the all new 4WD 'USA1' monster truck on its way soon from Kyosho the 2WD Big Boss fills the gap while we're waiting.



### Overall verdict

Car:	Big Boss
Manufacturer:	Kyosho
Distributor:	Ripmax
Drive System:	Gears 2WD
Motor:	Stock 540
Speedo:	Mechanical 3 speed
Radio:	2 channels
Bodyshell:	Lexan (and bolt on's) F-250
Suspension:	Double wishbone
Dampers:	Friction
Price:	£90.00 (approx)

### Ratings:

- \* Poor
- \*\* Satisfactory
- \*\*\* Good
- \*\*\*\* Very Good
- \*\*\*\*\* Excellent

*Left: Big Boss' V8 stays on chassis when bodyshell is removed. Below: Standard 540 in place is protected by plastic cage. Dampers mount onto wishbones via balljoints.*

