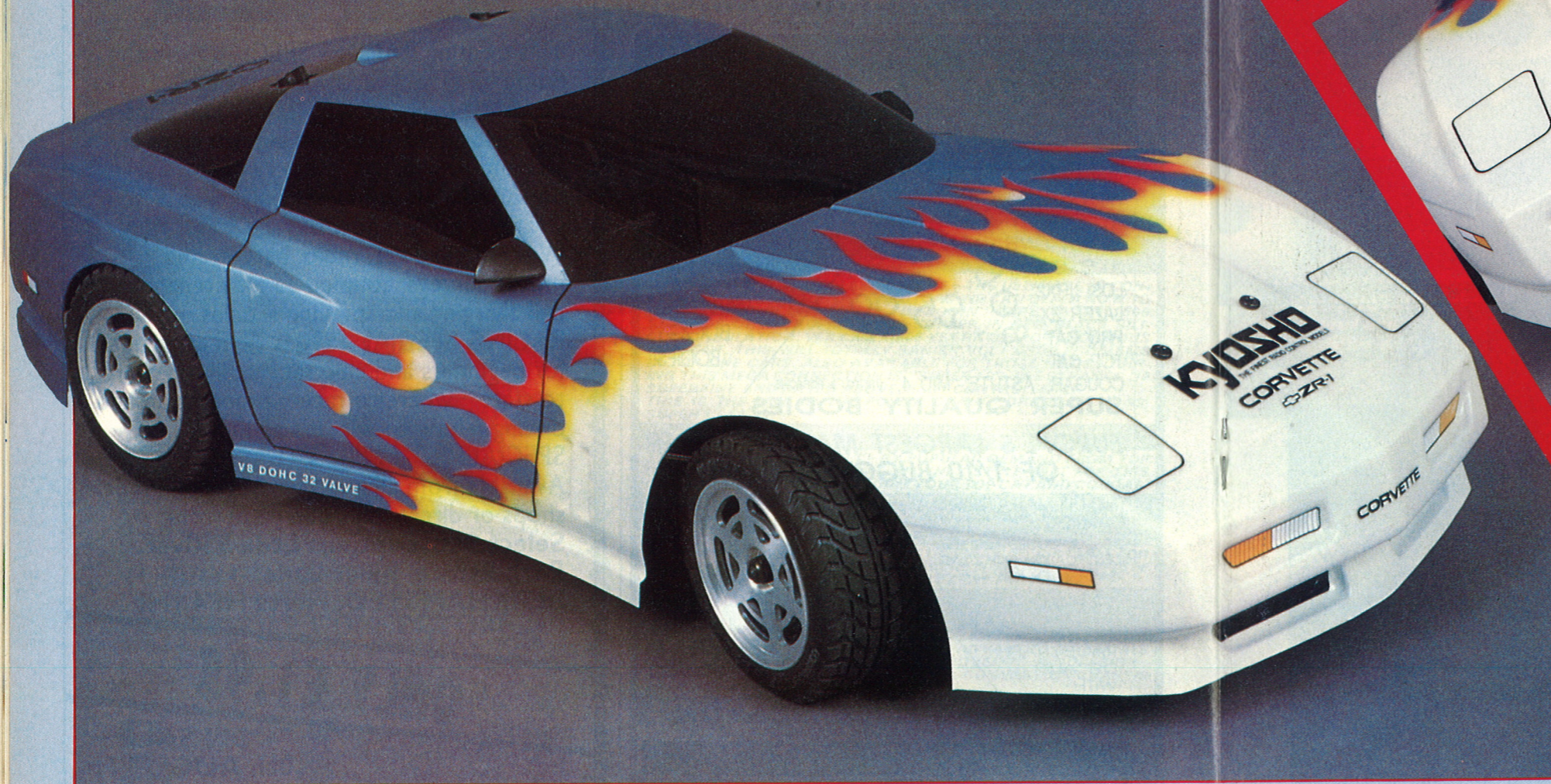


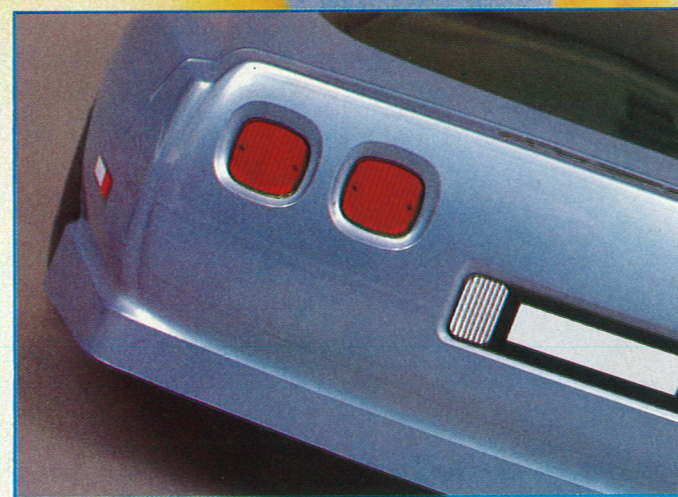
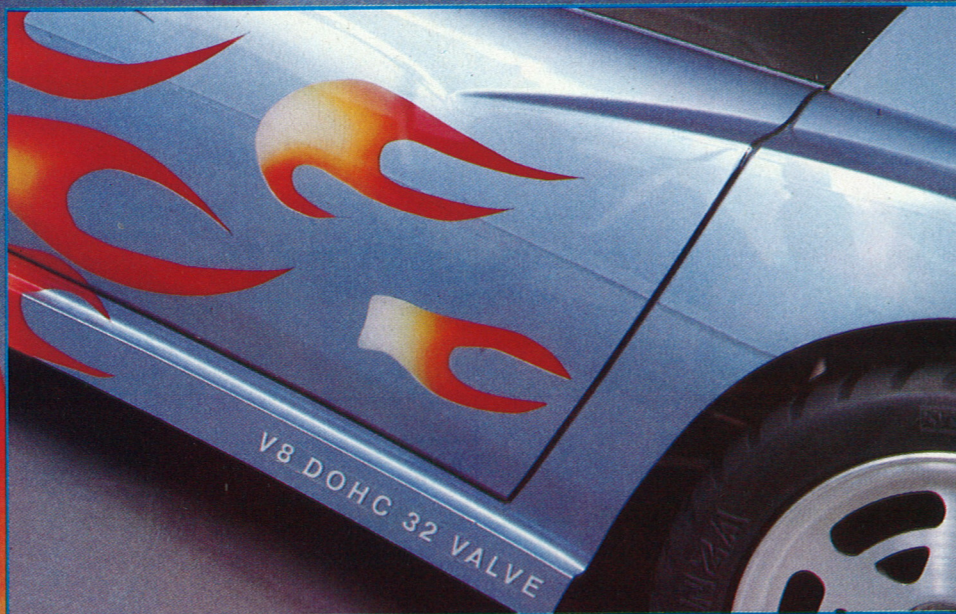
The ZR-1 body-shell is really excellent. Bob Petrie Paint job uses Pactra paint and kit decals. Alloy look wheels set the Corvette shell off beautifully.



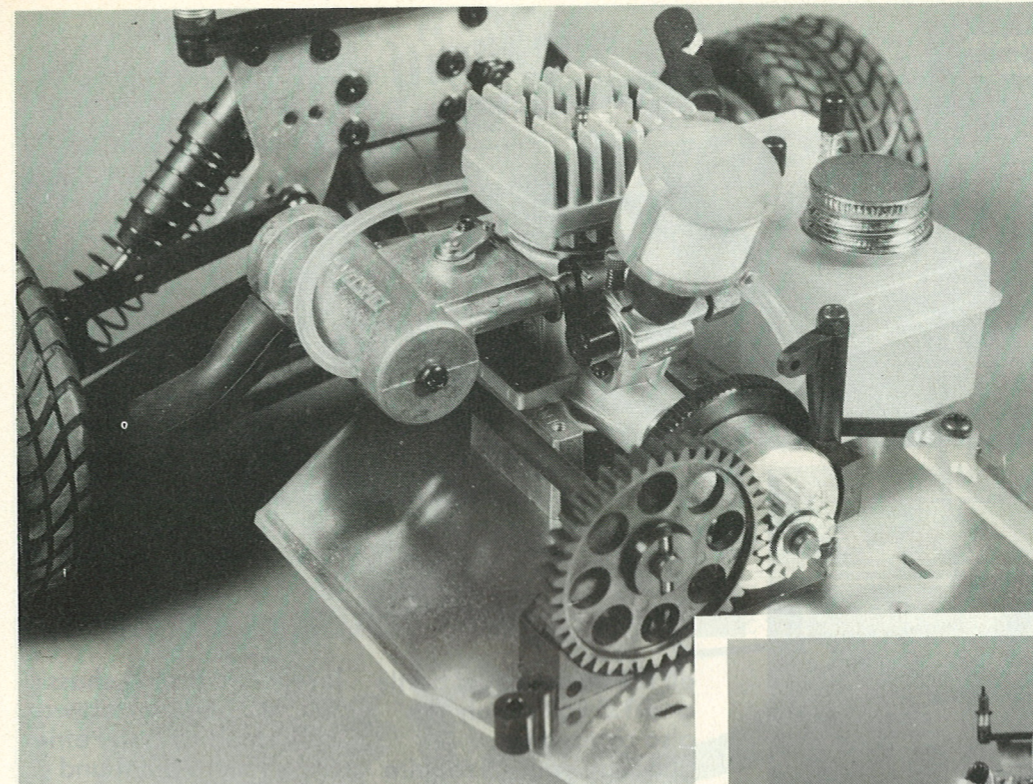
A 2WD IC POWERED, PULLSTART CORVETTE FROM KYOSHO OF COURSE!



Corvette
ZR-1

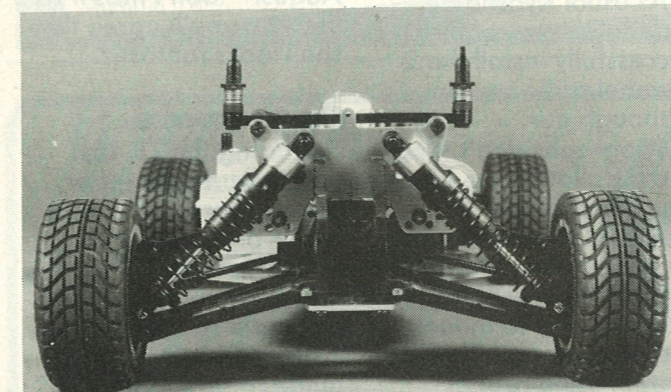


Standard Ultima mechanics and trusty Kyosho IC pullstart system will give good reliable service. Right; rear light detail care of the excellent Kyosho decal set.



Some time ago Kyosho released a kit that was truly something exciting

often were discarded by their owners after unsuccessful operation, but with the pull start

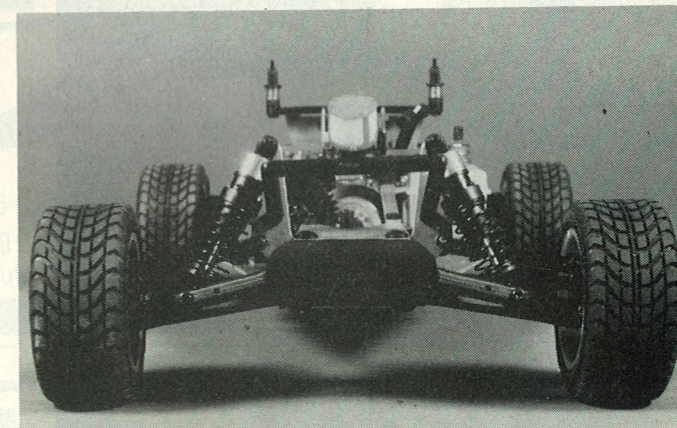


Corvette's 2WD chassis is neat and simple note air filter and pull start system. Top centre gear driven from clutch bell.

and all new. Although it did utilise some 'Optima' parts the 'RS200' was the start of a whole new range of model cars.

What the RS200 gave us was a car that was easy to build, easy to use, relatively cheap and that spares were readily available for, and as well as that it was truly a lovely piece of kit. Until the 'RS200', IC powered cars were expensive difficult to build and

'200' was the release of the 'Rampage', this was basically a similar car but was 2WD - making IC powered modelling even more affordable. 'Rampage' had the usual Baja style body but seemed to lose that 'special' something that the '200' had with the removal of the saloon body. Now though Kyosho have got all the variables right - a 2WD chassis, the attraction of IC power coupled together with an excellent bodyshell and smart alloy look wheels in the form of the



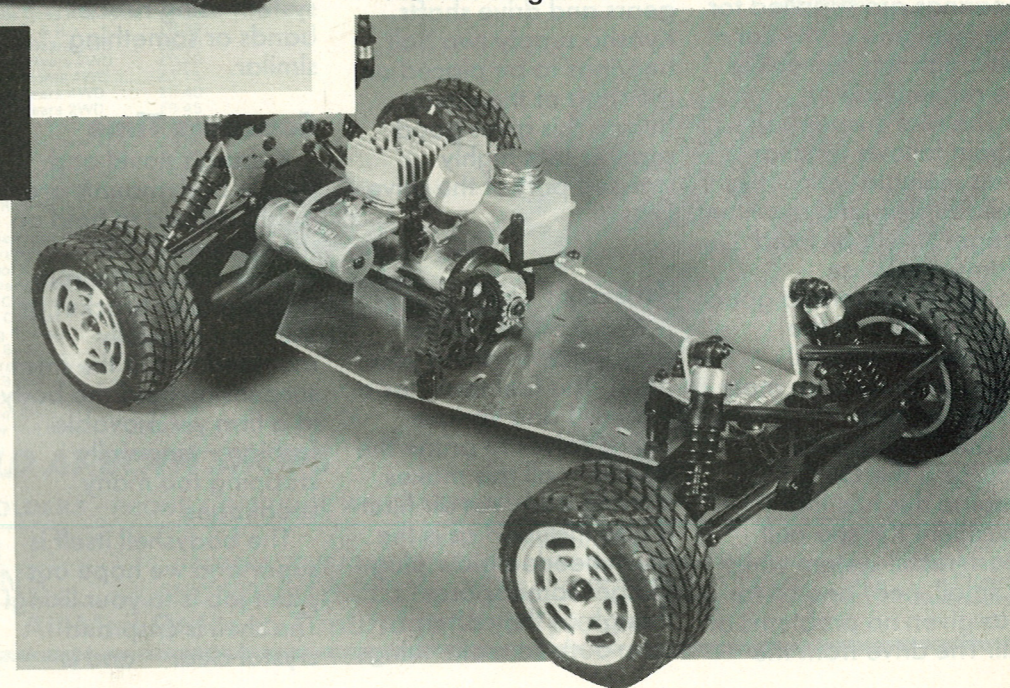
system and the backing of Kyosho a whole new generation of 1/10th, noisy, IC, exciting cars were born.

More Affordable
Not too long after the

America Super Car the 'Corvette ZR-1'.

Chassis Detail

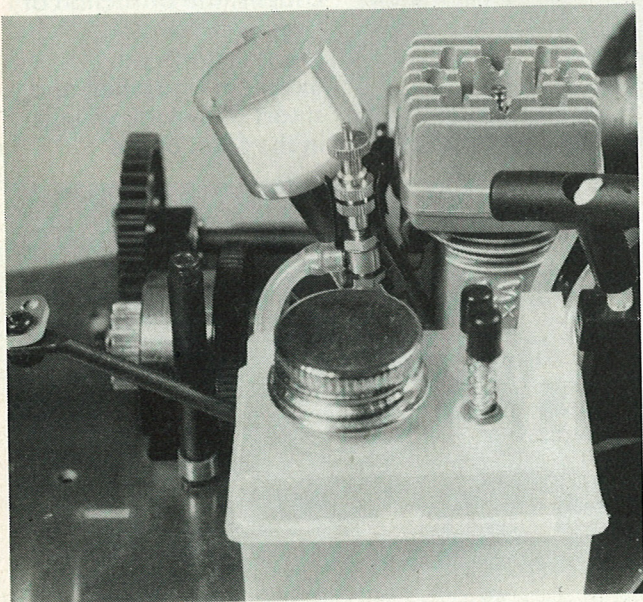
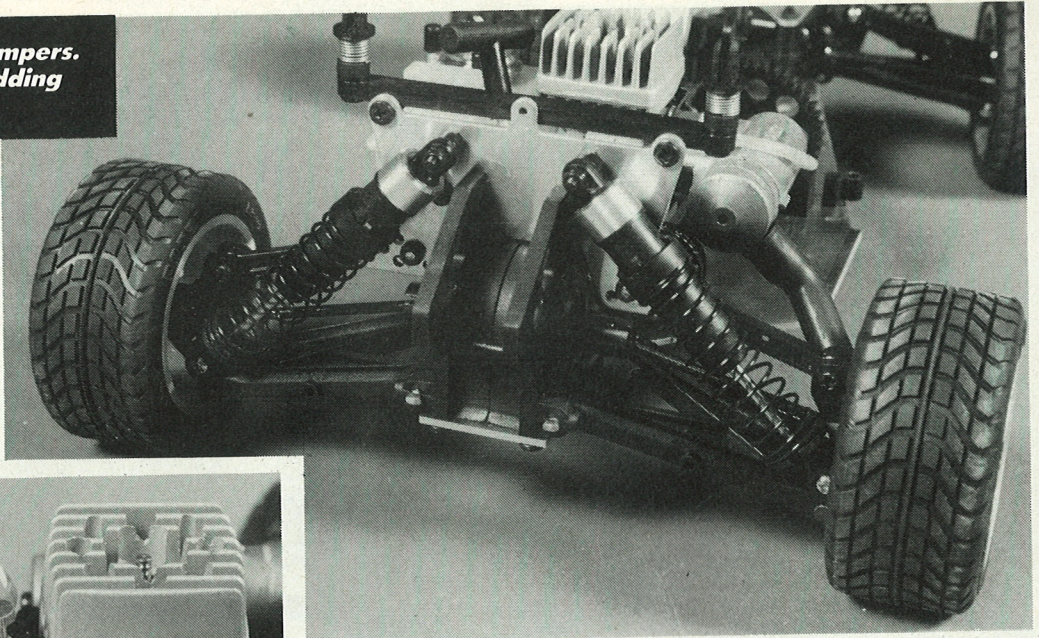
The base of the 'ZR1' is a stamped alloy chassis (probably Ultima) of around 2.5mm, to this



Rear suspension uses oil filled dampers. Spring tension is adjustable by adding plastic spacers.

the engine, centre layshaft and front and rear suspension assemblies are attached.

The front suspension is basically Ultima and uses a tough moulded wishbone mated to a solid top link. This toplink can be swapped for an



adjustable one – giving the ability to change the camber angles. The dampers are the plastic oil filled type which work well, don't leak and are very light. No ball bearings are supplied for the front end of the car – although this can easily be remedied.

The rear suspension again follows familiar lines – single wishbone, solid toplink and this time longer stroke oil filled dampers. These components form a good strong unit and the dampers work well enough to soak up most of the bumps.

The ZR1's power source is the OS 2.5cc engine this has the excellent Kyosho pull start/recoil system which is small, neat and so far has given no problems at all. The drive from the

OS is passed through a simple centrifugal clutch to a main centre gear – this then via a shaft drives a small toothed belt which in turn powers the rear wheels via bevel gears and drive shafts. Kyosho supply two ball bearings to be placed on the shaft of the pinion gear – this gives good support to a highly stressed part of the drive system.

Top-up!

Kyosho really have supplied everything you need. The fuel tank has a screw lid and various pump valves to prime the engine – all this makes starting easy. An air filter is also included as is the much needed glow plug (do get some spares though as they often burn out). To make things

all the easier a fuel bottle and 1.5 volt supply are also catered for – although you will require four large dry cell batteries.

Radio Ga Ga

As usual Kyosho include all you require to successfully install the 2 channel radio system. Although our photographs don't show the installation the job is quick and simple. A 'balloon' should be used to protect the receiver as any spilt fuel will do damage. Try to mount the receiver on a flexible system using rubber bands or something similar.

Concours Time

Kyosho's novel and simple body mounts are again utilized to hold on the bodyshell, two sprung clips at the rear and a plastic bracket at the front specially moulded to suit the front suspension hold the body in a firm yet movable fashion – hopefully stopping too many breakages.

The bodyshell itself is super and we hope our paint job is to your liking! The shell is crisp and crystal clear – and is

lovely and fits the chassis snugly. The paint job was performed by Bob Petrie using Pactra paint and the method is explained in 'Model Cars Racing Special 1990' to be published on the 10th of August – don't miss it as I'm sure you'll agree the shell looks fantastic.

On the move

Starting the ZR-1 is relatively simple – just bung in some 10% nitro fuel – prime the carb – fit the glow lead and give it a few pulls – it's as simple as that. The instructions give a good guide to setting the engine and the only advice is not to let the car sit still ticking over too long – this causes overheating. Try to keep the car moving and the air flowing around the engine.

The Corvette body doesn't really allow off-road running as the ground clearance is not excessive. The car has good power and is very responsive on slick 'Bridgestone' look tyres.

Overall the ZR-1 is good to drive an use but is also just nice to own – it looks great and would grace any model collection or display.