Kyosho/Datsun step-side

Try 1/12th Scale IC Powered Off-Road racing for a change. John Cundell did and found it great fun.

THERE SEEMS TO be something of an unending stream of similar vehicles appearing over recent months, so what is different about this one? Well, its IC powered by a .06cu.in. engine (1cc), which gives quite an exciting performance in a 1/12th scale off-roader.

First Look

The box is the usual multi-coloured substantial package that we have come to expect from the Japanese manufacturer *Kyosho,* with all small items in plastic bags and the body in a separate box to prevent scratching.

The car comes practically built mechanically, and all that has to be done is installation of the radio control equipment and finishing of the body. In view of the harsher life that befalls an I.C. car as opposed to an electric powered vehicle, the body is moulded in Lexan.

The engine is mounted on a substantial alloy casting which includes an integral gearbox, clutch and brake mechanism. The casting bolts to a box shaped nylon plastic moulding, terminating at the front-end with a metal bumper which doubles as the forward body mounting post. The suspension arms are substantial alloy castings damped with oil-filled sprung shockers.

Another nylon moulding forms the main compartment hatch which efficiently protects the radio gear from fuel, oil, dust, water, etc. This is simply but effectively secured with a rubber band. The Lexan formed driver is stuck to the top of this moulding.

The Radio

Moulded nylon blocks on the bottom of the radio compartment together with adjustable metal clips allow for all sizes of servos to be accommodated with ease. Servo links are supplied already bent to shape and are secured with screwed collars. Adjustment is straightforward and the instructions quite clear. The throttle servo requires two links, one for the carburettor throttle, the other for the brake.

The Fuel System

The filler and feed pipes need to be inserted through rubber grommets and the tank is then dropped into a nylon tray bolted alongside the engine. A length of silicone tube is fitted between the tank and the carburettor and a foam air filter slid over a spring which screws over the carburettor air intake. This area is the one weak point of the car. The filter needs securing much better without a strategically placed tie-wrap, the fuel tank jumps out of the tray at the first bump.

Finishing Off

The Lexan body needs a little trimming, masking and painting, followed by drilling a number of pre-marked holes to accept the wing mirrors, silencers, front mounting bracket and light bar. The instructions advise the use of cyanoacrylate adhesive (superglue) to attach these nylon mouldings to the body — but Lexan is prone to attack by cyano over a period of time — however no alternative adhesive could be found that would work with nylon. Just use the smallest amount of cyano that you can get away with.

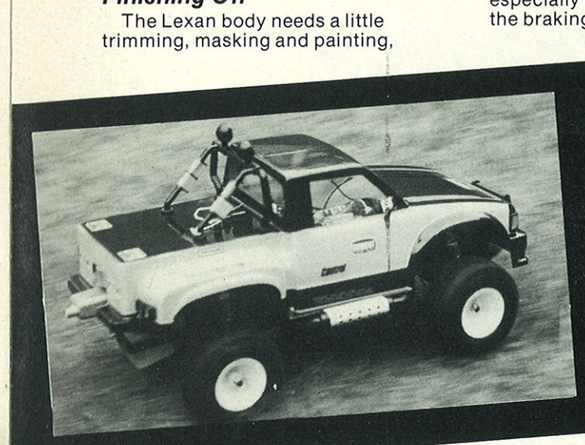
The whip aerial is fitted and connected up and the car is ready for the off.

On the Track

One of the most difficult tasks for any writer of instruction manuals is explaining how to successfully start and run an I.C. engine. Despite the occasional lapses into 'Jenglish' the instructions are excellent. Initially the engine was quite difficult to start, but after a few minutes running-in it started first pull on the toothed plastic starter on most occasions. The starter is inserted through a specially shaped slot under the toothed flywheel and is easy to use. The engine was flexible, especially on a low nitro content fuel, the braking excellent and steering precise. The silencer works reasonably well and the noise level will be quite acceptable at the local Off-Road track, but will soon upset the neighbours if you carry out prolonged running in the garden. The length of run from the small tank was well over 10 minutes.

The only problem was that no power could be obtained at the wheels for the first run. On dismantling the gearbox, the work of a few minutes, it was discovered that the friction medium around the inside of the clutch bell housing was not fitted at the factory and that which was considered to be a spare needed to be fitted. The instructions mention that it might be necessary to fit the band if slippage occurs, but do not state that there is none fitted on factory assembly. Use cyanoacrylate and reassemble. Following which excellent throttle response will be obtained.

The car is fast, certainly faster than its electrically propelled brothers and should provide many hours of fun racing. The price is £119.00 including VAT, distributed by Ripmax Models, Ripmax Corner, Green Street, Enfield, Essex.



Below; close up of the front suspension showing the cast alloy suspension trailing arms coupled to oil filled coil springs damper units. Note also the body clips attached to the front bumper. Below right; engine, gearbox and fuel system. The gearbox is supplied factory assembled with enclosed brake operating through a lever out of the top of the gearbox casing. Fuel tank must be retained in its holder with a tie wrap or elastic bands.
Opposite page left; underside of the rear suspension/gearbox assembly. Cast alloy Universal Joints transmit power to the rear wheels. Opposite page right; general view of the R/C crate and linkages. Servo's are mounted on adjustable alloy clips to allow fitting of all types of servo.