

# ESCORT RS COSWORTH



## KIT REVIEW

Reviewed by Matt Benfield

Many model car companies have modelled the famous Escort Cosworth but none have made a gas powered model as affordable as Kyosho....

The Ford Motor Company and Kyosho may be two very different companies yet they still have similar traits. Both are well established within their market. Ford were early motoring pioneers developing the Model T nearly a century ago, coining the phrase that it was "available in any colour, as long as it was black". Kyosho can also be considered as market leaders in their own right. The Lazer, Optima and Ultima have been competitive cars on the track, albeit a few years ago now.

Unfortunately, time waits for no-one and those once "state of the art" cars are now fond memories of the past. Competition within the model industry is as rife as ...RCMC get the dirt flying with this 2WD Cossie replica



# The COSWORTH QUESTION

ever. Kyosho and Ford are two companies that are keen to stay at the top, and this is only achieved by continuous research and development.

### The subject

At this particular moment in time, the Ford Escort Cosworth can be thought of as one of the main contenders in International Rallying. 1994 was another successful year for the Boreham based team. The car was crowned British National Champion in the hands of Malcolm Wilson, Francois Delacour triumphed in the Monte Carlo, while another first place trophy was received as the winner of the Finnish 1000 Lakes.

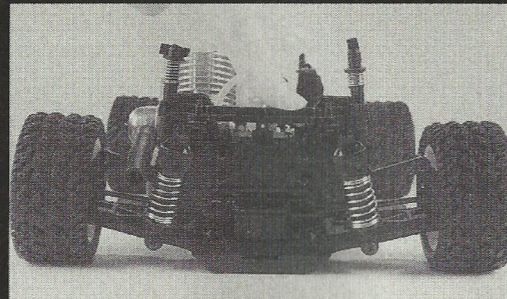
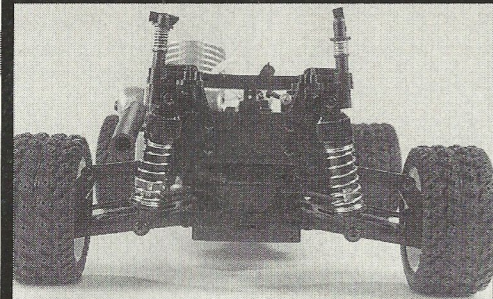
1994 has showed us one of the routes within the R/C industry, that we may be headed. Could the future possibly lie in IC?

That's Internal Combustion, or as it is known as in the United States, Gas. The year has proved that there is strong interest in the class, and more can be expected in the future. With fuel tanks that last on average from 20 minutes, they combine speed with a good run-time and a little basic maintenance. Kyosho have seen the opportunity in which to combine an easy to build, basic two wheel drive IC buggy and on it, place an instantly recognisable bodyshell, the Escort Cosworth.

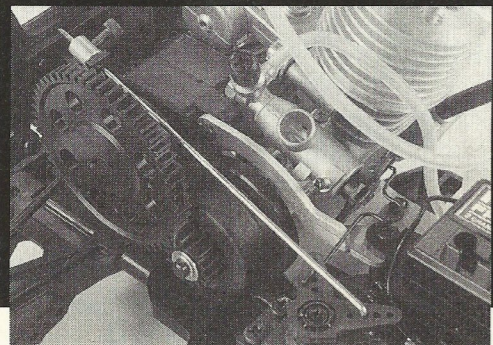
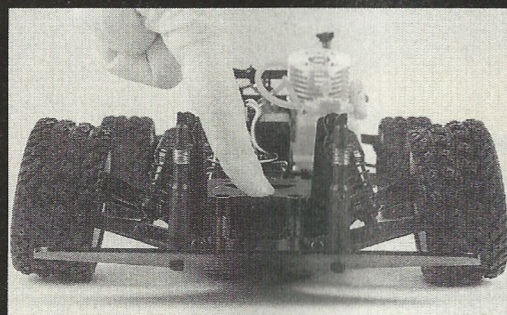
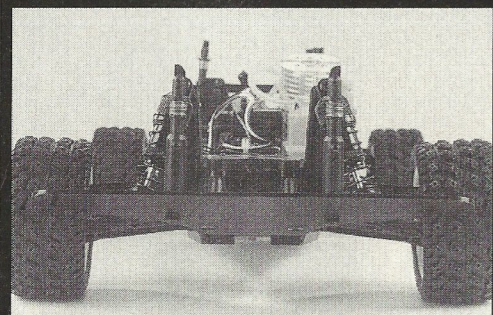
### First Impressions

The box is up to the normal standards expected of any Japanese model manufacturer, which shows the complete car, chassis, engine and suspension. Upon opening it, I was faced with a kit, 90% built, which required the shocks to be assembled and filled, the tyres fitted to the wheels, the radio installed and the bodyshell sprayed and fitted.

This particular kit is aimed at the beginner and is therefore set at a suitable price. The content of the kit certainly supports the theory that the car was built to a set price. The turnbuckles are excluded from the kit and replaced with set lengths of moulded plastic. These solid links result in the kit requiring little adjustment, and also it will improve



The simple Sandmaster type chassis is used for the Escort and comes partially assembled. The pull start system developed by Kyosho is tough and reliable.



the robustness of the car. Bearings are substituted for bushes and the chassis is a derivative from an electric buggy kit. Nevertheless, the car achieves all the aims that were set by Kyosho in Japan.

### Bodyshell

The body that comes in the kit is of high quality and in impressive proportions. The shell comes covered in a protective film to protect against scratching and overspray during painting. Underneath the protective layer is a thick lexan moulding, only requiring a good covering of white spray, once it has been cut out and all the necessary holes drilled. The box and instructions show the model with heavily tinted, (black) windows. I decided against this option as in my view, it would detract from the realism and important qualities of the model.

It is the bodyshell and stickers that make the kit stand out from the rest. Once the spraying has been completed, it is time to fit the ABS plastic wing and wing

mirrors to the rest of the bodyshell. Unfortunately, I believe that the wing mirrors may suffer a little damage as it is a single screw that fits them to the lexan. If the car was to roll over, there is a distinct possibility that they may break off. This is something that only time will tell. The wing on the other hand is held together by four screws. In its complete form, the wing on the bodyshell is extremely rigid and strong, and will take all the knocks and abuse that it is given.

The final task is to affix the decals which include the mandatory Ford Motorsport stripes, driver names and numbers and the rest of the teams sponsors. The stripes are the first to be applied, and this was carried out with a little help from a fairy. If you lay the stickers in a small amount of washing up liquid after the backing has been removed, it allows the sticker to slide a little on the shell, which makes positioning a lot easier. Once final positioning has taken place, by gently warming the sticker, it will dry out the liquid and the sticker should hold tight on the bodyshell. The rest of the stickers are then applied and

there is plenty to choose from. You can even decide between two different drivers, Francois Delacour or Miki Biasion.

### Any problems...

What looked like simple shocks, took me an age to assemble. I tried to cut the parts from the sprue in order to minimise time in cleaning up, but still it was important to remove the excess material so that the shocks work smoothly and efficiently. This can be considered a small criticism of the plastic material used, as it was just a little annoying as it took so long to do.

While I was assembling the shocks, I found that the two "O" rings in the shock cartridges were very tight until the oil was placed into the shocks. Once the oil had been filled, the tightness disappeared and considering the simplicity, they were very smooth. The oil used was very thin in relation to the size of piston hole. Kyosho said to use 20wt oil, which was supplied in the kit as standard. Once the shocks had been properly filled,

the damping was very soft for a car with a heavy IC engine. The springs also caused major problems in that they were far too long. They could have come from an off-road kit as the springs are suitable for long shocks. The front shocks are to be used with a black spring, while the rears adopt a longer silver spring. The rear shocks also have a spacer fitted inside them, reducing the

amount of drop of the suspension. It is interesting therefore, that the shorter springs accept a longer spring.

With the full compliment of four shocks built, it would seem that the damping was almost non-existent, and they also supplied spacers to adjust the ride height and that could just make things worse. If you were to make the kit handle a little better,

you would need to use a heavier oil and possibly cut the spring to make the necessary adjustments to the ride height. This would come into consideration if you wanted to lower the car to use on-road. It would help to achieve the "drop-dead" look, while also increasing its handling qualities.

At present, as per the kit, the car will have no problems at all in handling a 1/10th off-road buggy circuit, due to the clearances allowed for the ground and the bodyshell. In the photos, I have lowered the body to the maximum on the mount, in order to give it poise and realism.

A note worth mentioning is that the plastic which is used is very soft. Combine this with self-tapping screws and it results in stripped screws on a regular basis. Therefore, you should be careful

when tightening the screws that hold the shocks on and anywhere else where the screws enter plastic.

### Radio

The radio equipment fits quickly and simply to the car as all holes are correctly positioned and easily accessible. All-in-all, it took approximately three-quarters of an hour to fit all the radio including the cable ties. I used hot glue to hold down the leads, so that they would not catch in any moving parts.

The radio we used was from Futaba and included two 148 servos, a 27mHz Attack SR transmitter and receiver and all the necessary BEC circuitry. This is the type of radio that you would expect to be fitted to such a car as standard so it was good to know that it proved no problem at all.

### General

The wheels are of spoked design and are set to compliment the kit. The front wheels run on two pairs of bushes, again used in order to keep the price of the kit down. It is important not to over tighten the wheel nuts here as either the wheel nut will strip or the wheel will bind and hinder the performance. At the rear, the driveshafts are drilled to accept a pin, which then has a hex-drive adapter piece placed over it to transmit drive to the wheel.

The engine supplied is the GS11, a .10 size unit carried over from the buggy based Sandmaster. It comes pre-built as you would expect, including a pull-start assembly encased in a plastic housing. They have chosen a barrel style carb in order to remain simple yet be robust and reliable. The whole unit rests upon an alloy plate which acts as both a heat sink and a mounting plate.

The instructions need to be read carefully. I would not say that they are confusing, but they have adopted a layout that I believe is cluttered in its design and doesn't flow when you read it through. When constructing the kit, every bit of information, diagram and writing should be followed and adhered to, if you wish to complete the kit with little frustration.

