

KIT REVIEW

Well, our Nige has finally cracked it. After many years of hard graft and self denial, he's won one of the most coveted crowns in all sports and probably, the most coveted crown in motor racing. Yep, I'm talking about the Formula One World Drivers Championship and this year's winner Mr Nigel Mansell who has decided at this time, for reasons that we can only guess at, to retire from Formula One whilst he is at the top. We can only wait to see if 'our Nige' is going to do another famous U turn (maybe he's a conservative MP!) and come back into Formula One to defend his title next year.



Without doubt, Nigel Mansell drove superbly in order to attain the World Championship crown but, a jockey is no good without a horse, or in Mansell's case, about 700 horses (the average output from his Renault engines) in the formidable Williams FW14.

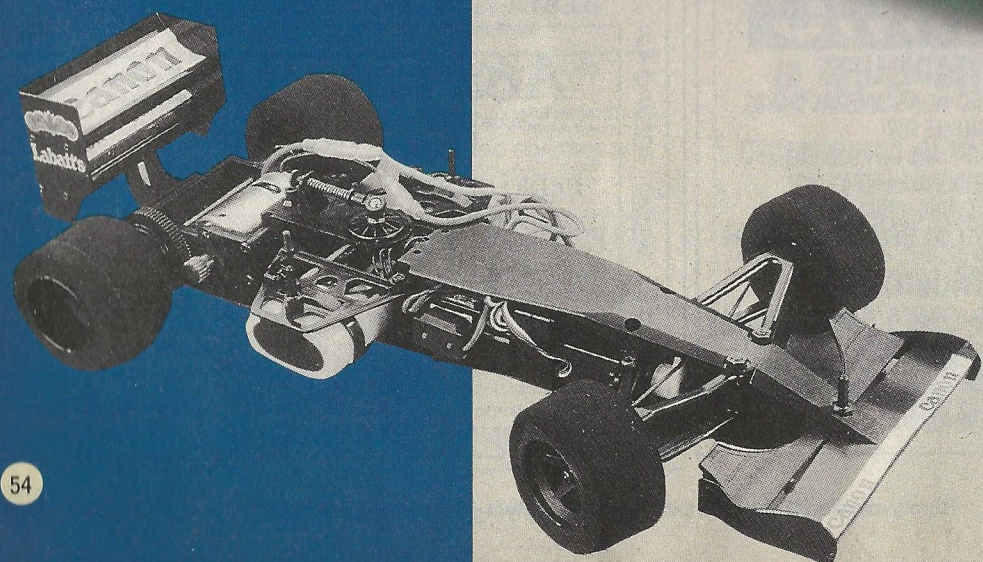
To say that Williams had an advantage this year over the other chassis manufacturers would be like saying Craig Drescher is slightly competitive with his RC10 - i.e. a gross understatement and whilst we all agree that Mr

Mansell drove superbly, his overall victory was due in no small part to the efforts of the Williams team and their excellent design initiatives.

First since James

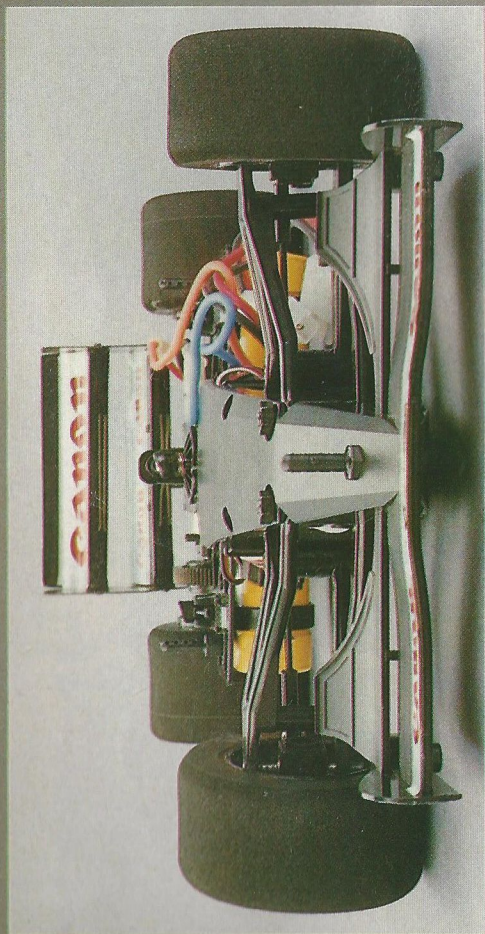
With the advent of the first British World Champion since James Hunt, comes an increase in popularity (in this country anyway) in Formula

One Racing and any associated commercial ventures. At the Radio Control Model end of things, 1992 has seen a very successful inaugural Tamiya Formula One Challenge series where drivers of the Tamiya range of scale formula one cars can pit their wits and ability against each other in near equal spec cars so, in theory, only the best drivers should win and not those with bottomless wallets. For many years now, the best quality kits that have come from the far east have come from Tamiya and Kyosho



KYOSHO ENTER F1

Gone has the independent suspension as Kyosho conform to a winning formula set by another large Japanese company with their new range of F1's...

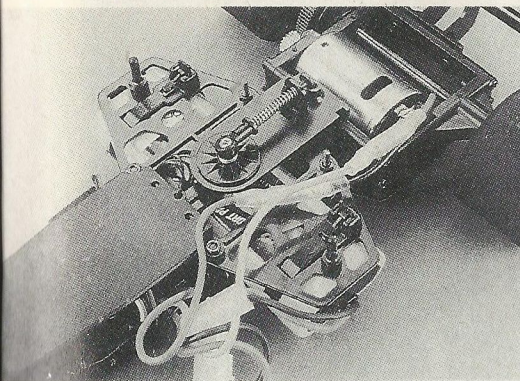


who both seem to shadow each other's moves nowadays so as not to overlook or miss out on any lost sales to the other company. So, eager to prove that they too can produce neat looking, competitive scale formula one cars, Kyosho have just launched their range of 1/10th electric F1 cars and what better to spearhead the campaign but good old 'RED FIVE' The Williams FW14.

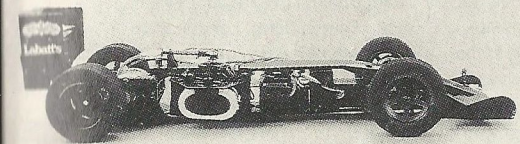
The Kyosho range will initially consist of the Williams, a Benetton, a Ferrari and, probably due to their sponsorship of the real team, a Jordan. All of these cars are rear wheel drive and have a basic rear suspension set-up consisting of a fibreglass flexible plate whose movement is controlled by a simple coil spring. The rear differential is a four gear bevel type which, in action, does actually feel like a ball diff although it isn't as adjustable. The motor is mounted onto a plastic motor mount and drive is transmitted to the diff gear by means of a 48dp pinion gear. As a note, the car we received was completely built and, at first glances, there doesn't seem to be any possible movement in the motor mount in order for other size pinions to be used.

Twin plate

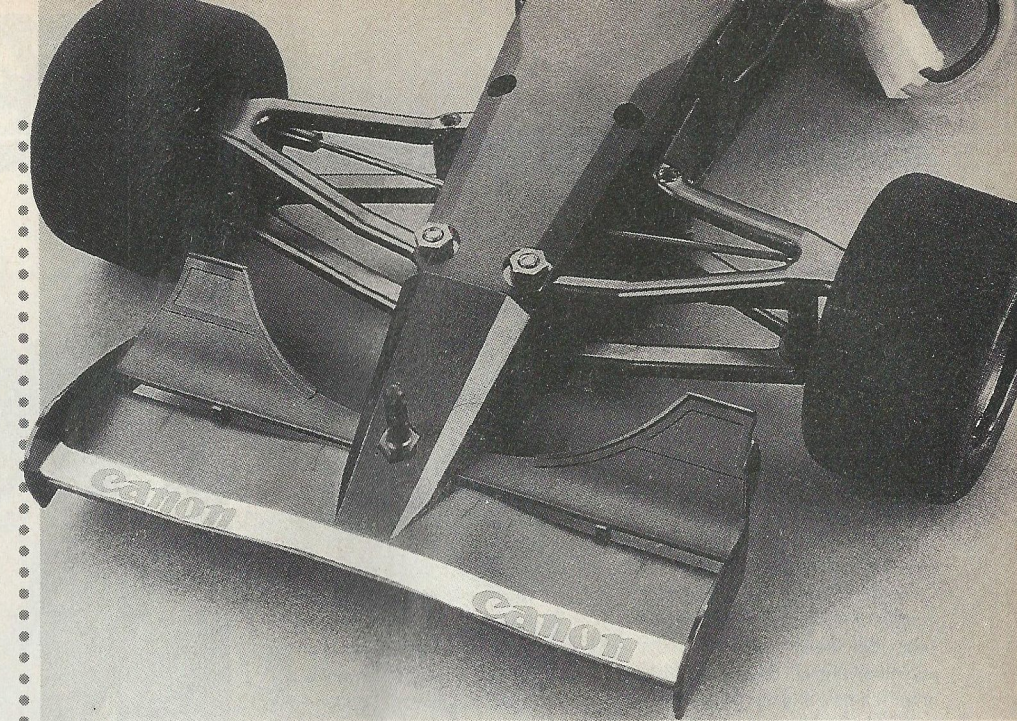
The chassis is a plastic twin plate idea where all the radio control equipment is situated in line between the plates. This does ensure that the completed car does look very neat although an electronic speed controller is required. The front suspension is controlled by mini coil springs around the king pin and the front wishbones are scale looking items moulded from a similar polycarbonate plastic as the chassis (or so it looks). Sponge tyres ensure that the power from the standard 540 motor is transmitted to the tarmac smoothly. The front wing assembly is also made from rigid plastic and provides, dare I say it, a fairly large bumper. There are some really nice touches to this kit which sets it off including moulded underbody fins at the rear of the car to



Inside the new F1's is a neat, tidy and simple chassis.



FEBRUARY 1993



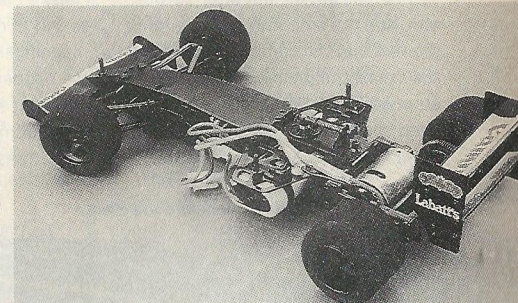
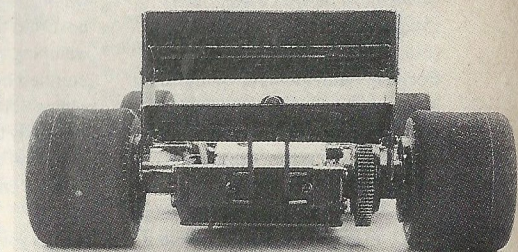
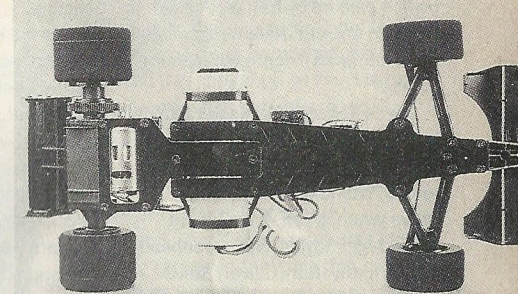
simulate the control of the air flow as in the real car, the moulded front bumper as stated earlier and a very scale looking rear wing assembly. At first glances, the rear wing looked to be made out of rigid plastic, but under closer scrutiny, it was found to be a thick lexan which is very strong and rigid in use. To top it all is a nicely moulded lexan bodyshell which comes complete with a comprehensive decal sheet which seems, I'm glad to say, to have all the references to the Tobacco sponsors of the real car taken off. (It's just as well its not a model of a JPS Lotus in that case!)

Second attempt

If at first you don't succeed... This isn't actually Kyosho's first attempt at a formula one electric car as some of you remember, Kyosho launched a Ferrari back in 1989 which had independent rear suspension, driveshafts, a gearbox like a buggy, and rubber tyres. Unfortunately for Kyosho, this never really caught on, especially when compared with their rival's efforts which were technically inferior but better liked by the public. Whether Kyosho have backtracked now because of public opinion or not is unknown but, this car does seem to have more of the right ingredients than its predecessor.

Personally though, I do have a couple of very minor gripes with the car. I don't particularly like the idea of plastic motor mounts because, whilst they're alright with standard motors, they can distort with the use of very powerful modified motors. Also, the rear suspension isn't very effectively controlled by the coil spring and an oil filled damper would be far more efficient and preferable than the standard set-up. In Kyosho's defence however, is the fact that these cars' are supported by an extensive Optional Parts list (a bit like a Mercedes or a BMW!!) and this does include items such as an Oil filled damper, Special motor mount and a ball differential along with a carbon fibre chassis.

In conclusion therefore, I find it very difficult to fault this car as a standard concept. It is, like all the best ideas, simple but effective. The success of the cars will lie, in part, in the hands of RIPMAX



Small touches and neat mouldings give the Kyosho cars a feel of excellent quality.

Models who are the importers and distributors. If they are able to support and promote the range, much in the same way that RIKO have promoted the Tamiya cars this year with a one make challenge series, then there is no reason for the cars not to sell alongside the competition. Even as we speak, more and more local R/C Car clubs are beginning to cater for this type of racing which will ensure that it becomes more and more popular.

Please Mr RIPMAX can I have one (SIR)?