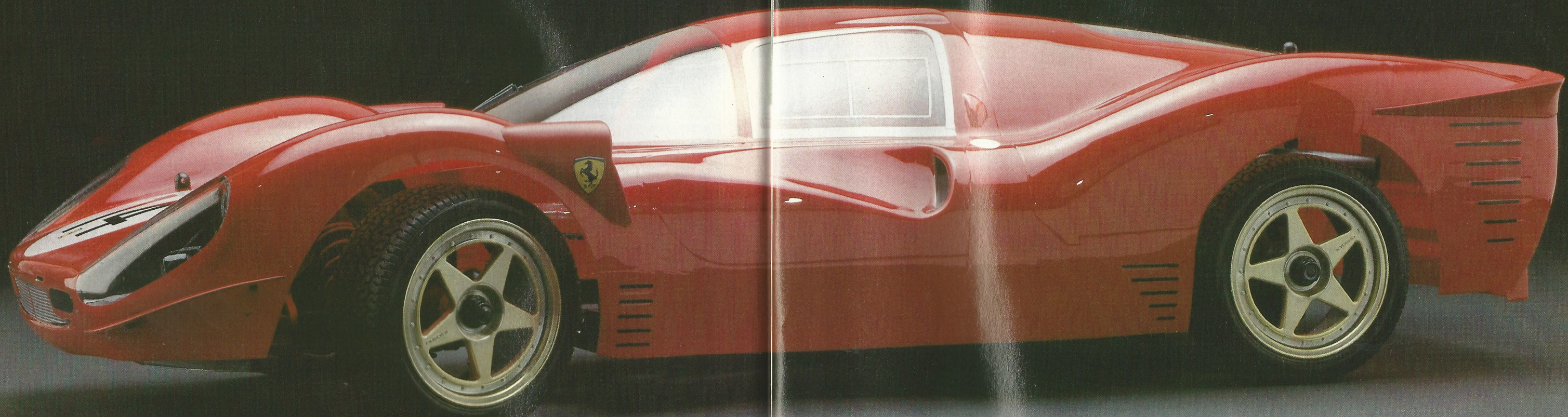


Red or Dead

Kyosho have created a new type of RC car. Their nostalgic series uses the latest chassis designs but with classic body shells from the past. And they're Great!



Kyosho always try to create new styles for the RC market. In other areas of modelling such as helicopters Kyosho's innovations have seen them rise to the top in quality and design. In the RC car market they have often created stunning and original designs. Chain drive IC cars, four wheel steering electric cars and two wheeled motorbikes have all been included in their model CV.

With the model car market needing a boost the Touring Car real race scene has been used to

create a new model class. Kyosho have decided to go in another direction; Classic Cars.

The Nostalgic Car Series is the name given to the range of cars. Five cars are at present available (although there is a sixth Japanese model) including the car we have here the classic Ferrari 330 P4.

4WD Ferrari

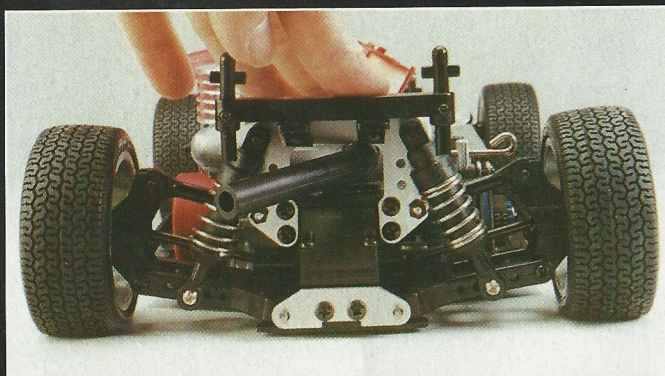
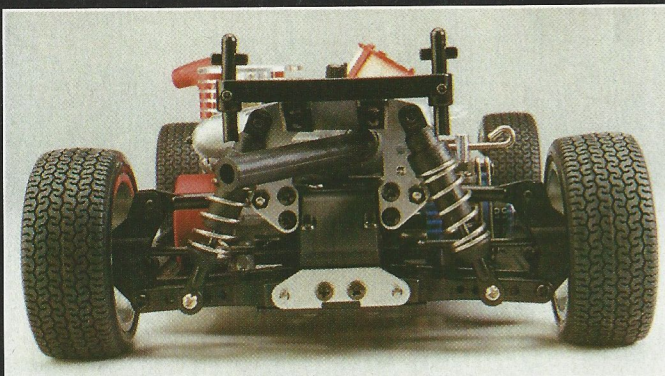
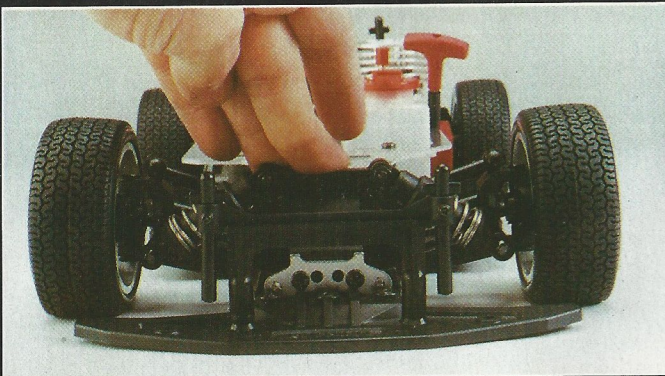
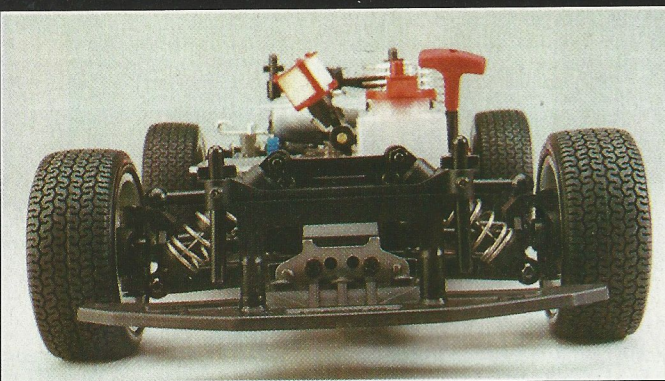
Unlike many kits these days the Kyosho Nostalgic series come as complete kits - everything needs to be assembled!

A clear and concise instruction manual is included in the kit. Read it through once at least to get used to the way the diagrams are explained and where the parts can be located. Even if you've built loads of models this is worth doing.

Construction starts with the front and rear differentials. These are bevel geared diffs that need to be assembled into their plastic cases. Grease is supplied and these glide together effortlessly.

Next up is the chassis. This is an alloy unit neatly finished and





to the order and how to get everything in place. The drive system is actually quiet complicated and expect a few head scratching sessions during assembly. Everything does fit very well and is nicely moulded but this is a tricky part of construction.

Throughout the gearbox metal bearings are used that need to be greased, often these bearings aren't too good a fit but in this case they are very well made. Ball races can of course replace the metal items to give a smoother drive system.

With all the drive parts in place the chassis is starting to come together, from the central main shaft a belt travel to the rear and then another to the rear diff. A long belt travels to the front and the transmission is complete.

Independent suspension

The rear suspension starts with the fitting of the rear shock bracket. Kyosho's neat chrome balls are used here - these have a thread and cross head all in one and are held in place by a 3mm nut. Rear suspension arms are moulded from plastic and are fitted to hubs with semi threaded screw pins. A grub screw is fitted to the suspension arms to limit the suspension travel, also the shock ball is inserted at this point. The suspension arms are neatly moulded but quite small - only a limited amount of suspension travel being needed for on road racing.

Once the suspension arms are

mounted to the chassis the drive shafts need to be popped into place and the top suspension link fitted. This is a moulded to length joint that makes the camber settings on the model impossible to get wrong.

The front suspension comes together just as easily using short suspension arms, moulded hub carriers and plastic steering blocks. Metal bearings are again used throughout.

The twin servo savers need to be mounted to the chassis next. Beautifully turned alloy posts hold these in place and the whole steering set up is very simple yet effective.

Springing

The chassis of the car at this stage is really coming together. All the main parts of the transmission and suspension in place except for the dampers. This is an area in which the kit lacks. The car has four coil over plastic units that make no attempt at damping. A car at this price really should have oil filled units.

Next to be fitted is the GS11X engine. This is Kyosho's own engine and comes pre assembled with the pull start and clutch fitted. The engine is fitted to the chassis using an alloy plate, this allows the bolts that hold the engine in place not to protrude below the chassis line - clever.

The engine slips into the chassis easily and the gear mesh

FERRARI 330 P4

Technical Spec

Length: 452mm
Width: 205mm
Height: 122mm
Wheelbase: 260mm
Ground clearance: 10mm
Gear ratio: 8.11:1
Tyres: 70mm X 26mm
Weight: 1620g

How can you speed it up? (optional parts)

Stainless disc
Stabiliser set
Centre one way unit
Centre belt tensioner
Front one way unit
Sports shocks
Ball bearings
Foam bumper
2 speed transmission
Ball diffs
PureTen scale muffler
On road spring set

Needed to use

2ch radio control system
On board battery pack
Fuel
Fuel bottle
Glow supply and lead
Super glue
Red paint

What we like:

Amazing body shell
Excellent wheels
Neat fuel tank
Neat chassis design
Strong pull start system
Underside detail
Excellent instructions

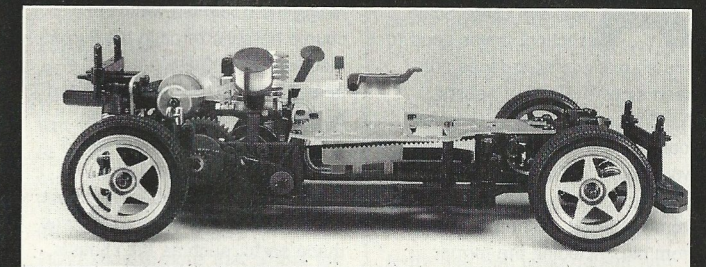
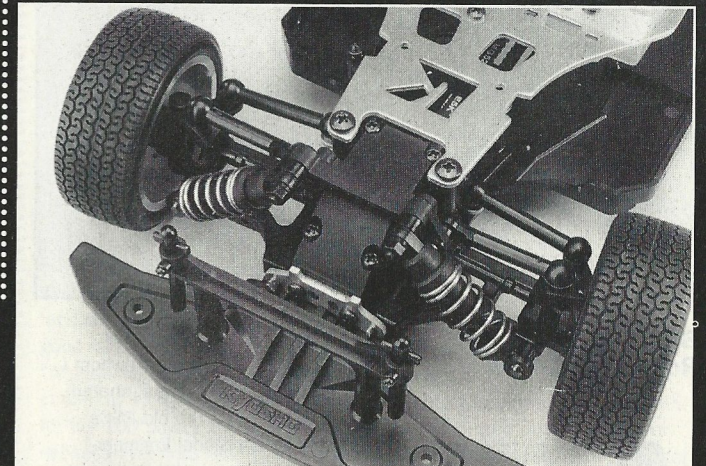
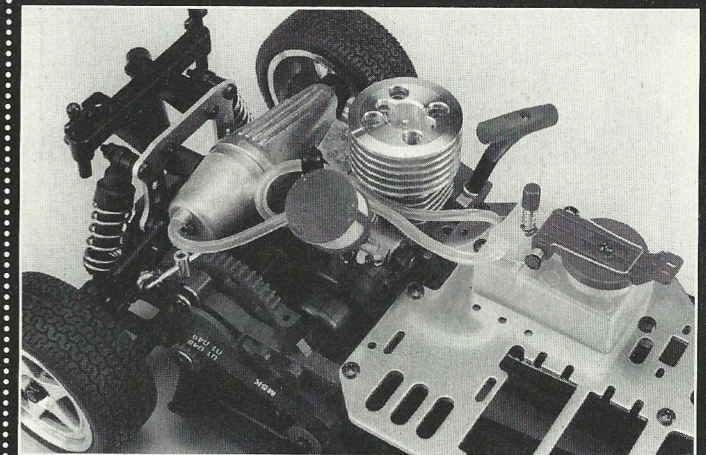
What we didn't:

Non oil filled shocks
Fiddly transmission build
Initial tight transmission

KYOSHO WORLD CUP

For more details of the British rounds of the Kyosho race series call Ripmax. Tel: 0181 804 8272.

The chassis on the Ferrari consists of an alloy plate with moulded plastic sides - this gives a fully enclosed space for the radio tray. Centre mounted engine is the Kyosho GS11X version and comes fully pre-assembled with clutch and pull start.



needs to be lined up to give good contact between the two gears while allowing a very small amount of free play.

Radio installation is next. The two servos need to be mounted into the alloy radio plate along with the neatly moulded fuel tank, receiver and battery pack. Putting the servos into the car is easy but setting up the radio linkages is a little more difficult. All the parts needed are included in the kit but getting the linkages just right is difficult.

Towards the end of the assembly the bumper and body mounts need to be fitted - again easy to fit and well designed. Wheels and tyres are the last item - these really are superb. Moulded tyres and gold effect wheels have been made to mimic the real car's wheels and they are spot on!

Blow mould

With the nostalgic series the most important item is the body shell - after all the cars need to look like the real thing and this Ferrari 330 P4 captures just the right look. A simple coat of blood Ferrari red and apply the decals are that's it. Only tricky part is getting the plastic parts that bolt on the outside of the body the same colour!

The body shell is blow moulded to get the tuck under required and is coated with a protective plastic sheath, this is removed finally to give an un-damaged shiny finish.

On the track the Kyosho Nostalgic Ferrari looks amazing. At first our car gave us a little trouble to get started - this was due to operator error! You must read the instructions carefully...

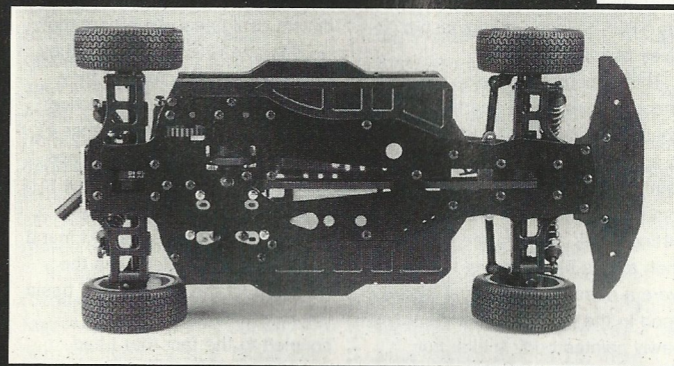
Once running, the car was smooth, at first we felt the car felt a little tight but the transmission soon freed up and the car began to pick up more speed.

After a good deal of running in (at first without the body shell) we leaned out the engine a little and the car started to move rapidly. With four wheel drive the car probably handled a lot better than the real thing. Safe and easy to drive is a good description with good turning and yet a real feeling of firm grip - surprising considering the quite hard rubber tyres.

The nostalgic series of cars from Kyosho really do capture something 'new' even though they are modelled on blasts from the past. The race series for the cars that is world-wide set-up by Kyosho should allow racers to use the cars up and down the UK in a friendly atmosphere - ideal for first time racers.

This really is one of the nicest kits we've seen for some time - the chassis is all new and well designed and the body shells are excellent. Corvette Stingray, MG, GT40 and Ferrari GTO are all available and Kyosho promise six new releases each year!

Keep reading for the next instalment.



Although the suspension on the Ferrari is limited (for on road use) the car has still been designed to ride slightly bumpy surfaces. The suspension uses a solid wishbone and fixed length tie rod - this makes the suspension fully independent and ideal for high speed on road use.

anodised black. First stages include mounting the plastic gearboxes and moulded side plates. The side plates take the edge of the chassis out to the body and make the underside of the car look realistic. When the chassis parts are complete it has a smooth compact feel - just as it should.

The next few stages of construction involve the fitting of

the centre gearbox including the rear diff and three drive belts. This is by far the most tricky part of the whole car's construction. A moulded gearbox side holds the main shaft and disc brake and pads. Small pins fix the main drive gear and belt pulleys to the shaft, these pins seem destined to keep falling out...

After fiddling with the unit for a while the picture becomes clear as