

NEW ERA.....

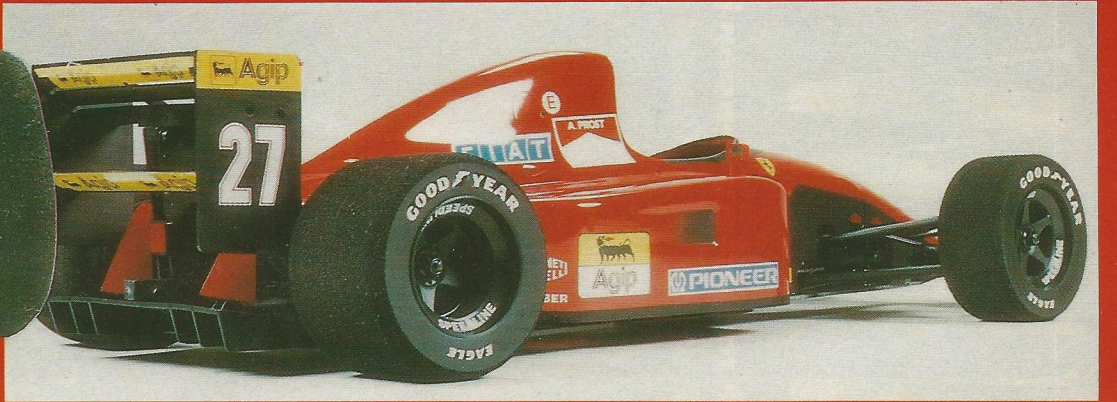
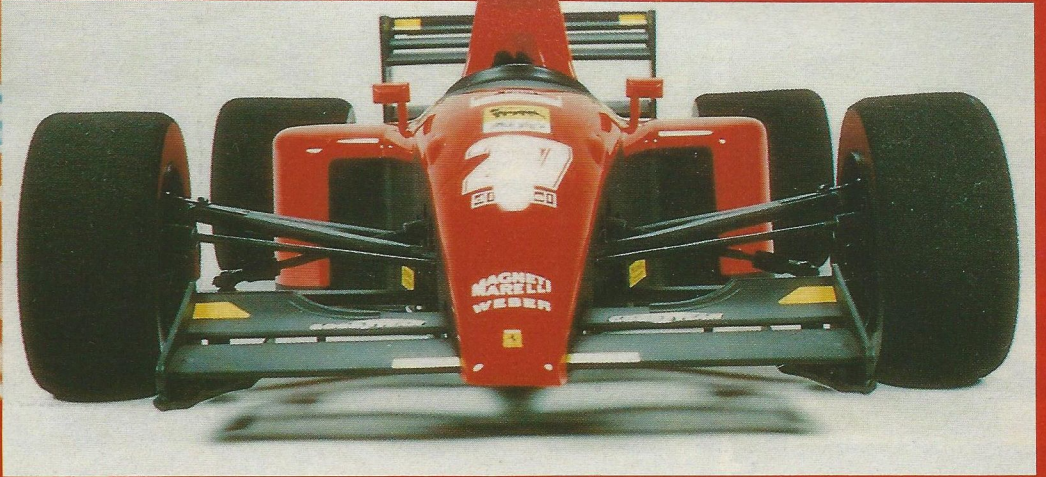
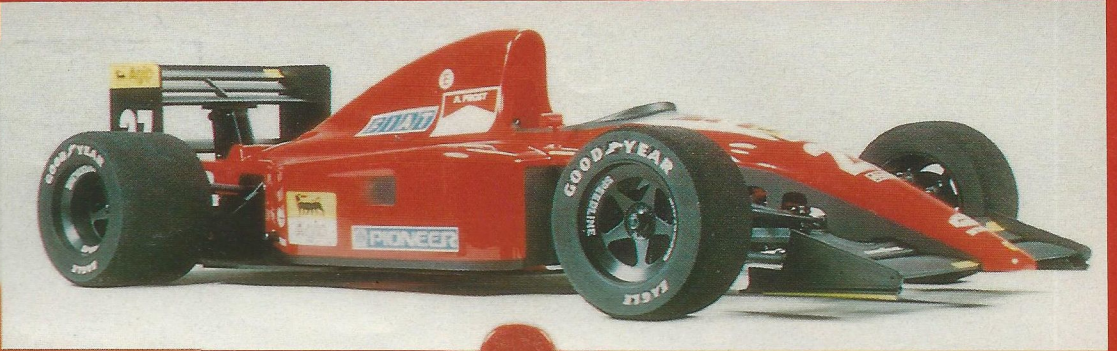
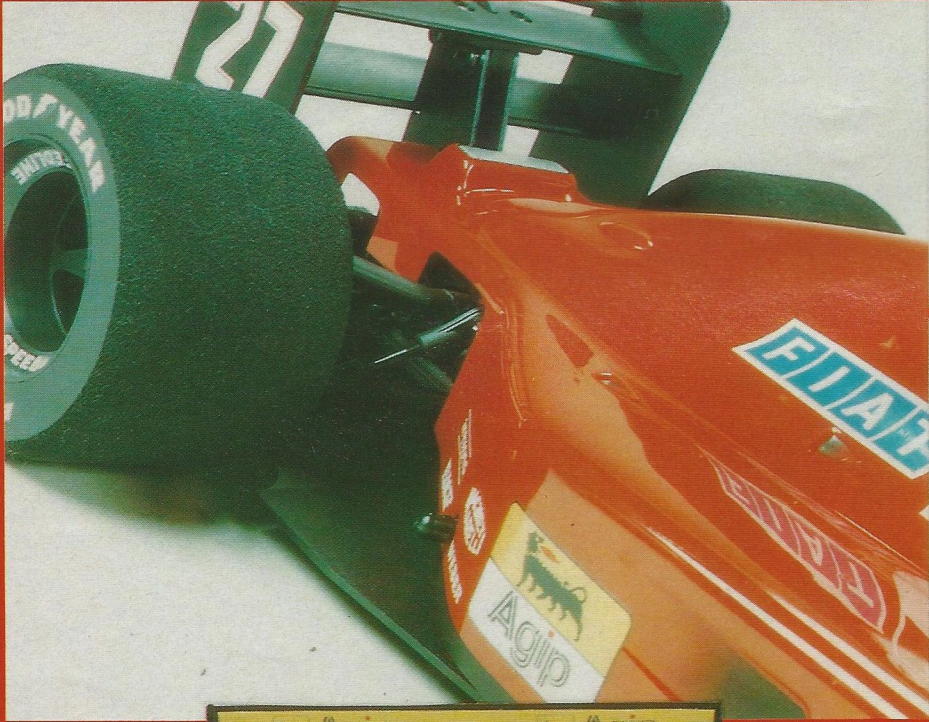
With radical suspension ideas and a new method to produce a scale model, the Kyosho 643 is surely a winner

When I first saw this car in a Japanese magazine I knew that I wanted one. Being the Editor of Model Cars does have its advantages (although not many!) and one of them was highlighted recently when I rang Clive Coote, the man who owns Ripmax, the importers of Kyosho.



‘When I first saw this car in a Japanese magazine, I knew that I wanted one.’

Ferrari 643 KYOSHO



I told him (politely) that I wanted a Ferrari 643 firstly for my greedy little self and secondly to review in the mag..... 3 days later via special air post I had a 643 ready and waiting, see there are advantages!

This kit really is stunning, I've called the article New Era because I hope that what Kyosho have done in making this car will inspire others to do the same and maybe, one day we can race cars that are just like real ones.

The real Ferrari 643 was a beautiful car, smooth sleek and very red just like all sports and racing cars should be. Unfortunately it never won a Grand Prix but that doesn't matter, the car deserves to be modelled.

Under the skin of a real Formula One car the dampers and suspension are very different to what we use in model cars. Pullrods, pushrods and angular devices are used to remove the suspension components from outside the car to make wind resistance as small as possible. So far models do not go to these lengths but this one does. The front suspension uses pushrods to control the front dampers and roll bar just like on the real thing - It's Great!

The suspension arms are ultra thin and stylish and are an excellent representation of the real cars components. For strength Kyosho have been very clever in sealing steel rods inside a plastic coating that give the right shape and stiffness, fully adjustable ball joints feature everywhere to align the wheels perfectly and although all of this takes time to build when complete it is a real marvel of model engineering.

The front suspension is fitted to a glass fibre chassis plate and a crisply moulded front bulkhead, all the movements of the suspension occur on neat chrome plated balls held in place by black 3mm screws. As the suspension comes together each clever stage becomes apparent and you realise just how much time has gone into the design.

Aerodynamics

Finishing off the nose of the car is a moulded three piece wing that includes the swept sideplates that Formula One engineers craft on the real cars, this is neatly executed by Kyosho and the fits are perfect.

The rear of the car (that comes almost assembled) is also a masterpiece of neatness and engineering, pushrods operate the tiny dumpy little dampers and suspension stops are incorporated for different ride heights. A differential hides in a moulded casing that looks just like a real gearbox and this also forms the rear wing mount which is like the real thing and very tough.

The car is powered by the Kyosho self made GS11 IC engine that is just under 2cc, a silencer is fitted and the engine is to a very high standard of build. As can be seen the engine sits at a angle to keep the weight to the centre and a clever fan system keeps it cool - add to this the pull start and I start to run out of words to describe just how neat and well thought out the car is.

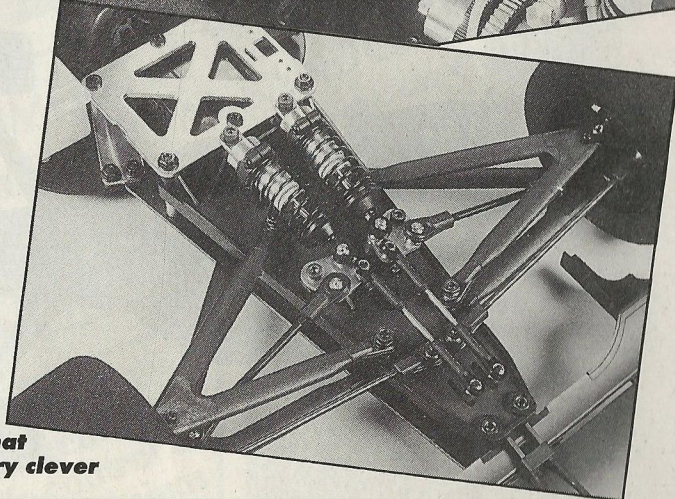
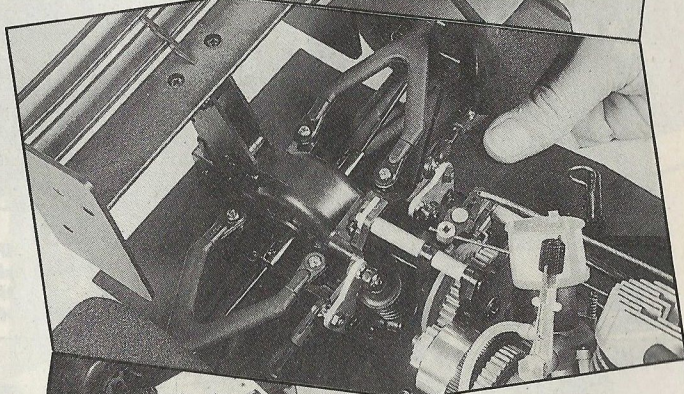
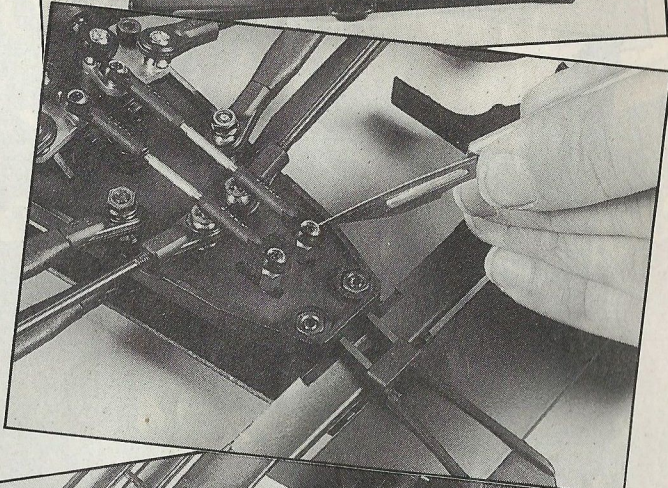
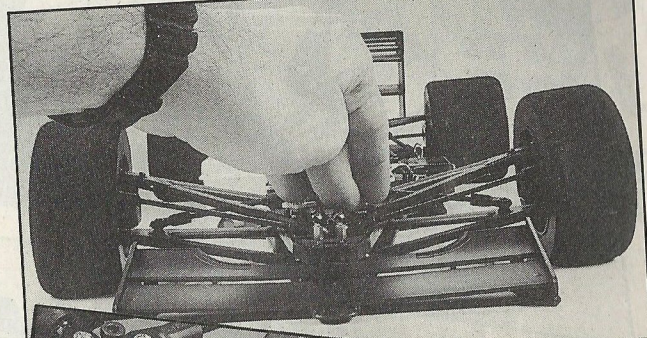
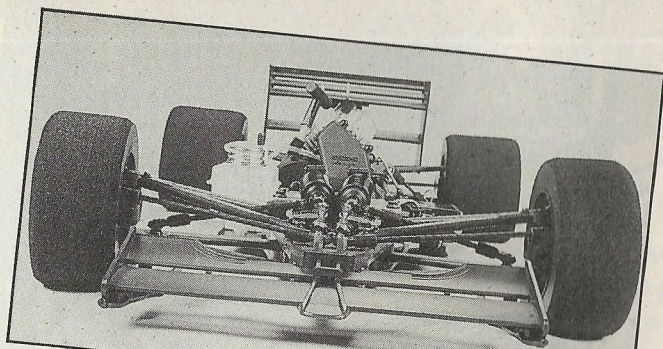
Wheels and tyres again follow the scale theme being just the right shape and size, even little mouldings are included to emulate brake discs and callipers!

The rear wing just like the front is multi-piece to give the right effect, and these have to be painted an almost matt black to give the effect of carbon fibre.

Radio installation is also well taken care of with the rods and connections all in the kit, of course none of this is like the real thing but if it's going to be radio controlled there must be some vices!

Final FX

The final and in some ways most impressive part of the kit is the body, this has just the right effect of the real car with its swoopy lines and slightly raised nose, a coat of Ferrari red (we used Pactra) apply the stickers and there you have it. Well almost, we actually painted the matt black areas instead of using



Right: Small amounts of suspension are available but what there is works perfectly. Centre: Front anti-roll bar is very clever using concepts from the world of F1.

Engine position is angled on an alloy bracket, this allows better weight distribution and the body to fit snugly.

the stickers as this gave a better effect and the driver figure, although quite good we felt spoiled the effect of the car in the pictures we shot – so we removed 'Alain' for the final shoot!

After spending ages neatly cleaning all the parts and assembling the chassis we didn't want to run our car in case we scratched it! I know, I know that's pathetic but like I said this job has its advantages and another trip to Ripmax meant I could run theirs!

The Kyosho engine really did fire up first time! – really, and ran indoors very well for 15 minutes, just a quick prime of 5% nitro, on with the plug and we were off.

Although not as fast as an 1:8 circuit car it certainly does have the gearing for a high top speed, this really was the cause of the few crashes I had – not my driving of course!

It's not often that a kit comes up that I want to build but this is one of them, when complete the car is very impressive and is a real masterpiece that looks great just on display, the fact that it goes too is amazing!

Many thanks to Ripmax for my new toy! I loved every moment of it.

Available soon through a Kyosho stockist in your area.

Price expected to be around £300.00 for car semi-built with engine. RC system, fuel and glow supply needed for completion.

Underside of the chassis shows the outlet for the exhaust from the Kyosho Engine.

