

FORMULA 1

Ferrari's F189 is Kyosho's second car released this month.

In direct contrast to the F40, Kyosho's 1/10th scale Formula 1 racer is a completely new kit complete with as near scale suspension as possible. The model is of last year's car (F189 = 1989 see) raced by our Nigel and Gerhard Berger. This is a good choice since everyone is fed up with McLaren winning all the races.

Anyway Ferrari's are much better looking cars than those horrible white and orange things and,

well, let's be honest, that awfully nice Nigel chap is British after all.

All this must be true otherwise why did Kyosho - from Japan - produce a model of an Italian powered car and not one from their own country like Honda?

Yes I know McLaren is a British manufacturer, no problem there, but why don't they get some proper British drivers, you know, real sportsmen who don't drive around cutting

everybody up!

Now that we have established that Ferraris are better cars than all the others let's hope Kyosho's R/C model is good enough to do it justice.

Kyosho have made a very strong attempt to make their F189 as close to scale as possible. Naturally because the wheels are open it isn't good enough to just stick a bodyshell on top of a 1/10th scale buggy chassis.

So the boffins at Kyosho have had to come up with a suspension system which will do the job and look like the real thing. So guess what they did? Go on guess.

Guess what - they decided to make it like the real thing. Brilliant!

Well actually it isn't quite right. If it was virtually any other Formula 1 car it would be a reasonable scale representation of a pull-rod suspension car. But because Ferrari are different to everyone else they designed their own system for last year's car. So really the Kyosho F189 is not quite right.

The suspension uses double wishbones which are quite slim looking, but hopefully strong, with knuckle joints for the steering stub axle blocks. Damping is provided by a

simple coil spring shocker located in a vertical position in the wishbone bulkheads.

A pushrod is attached at the bottom on a pivot and at the other end to the upper wishbone. When the suspension moves up and down the rod is pushed inwards forcing the shocker spring to react.

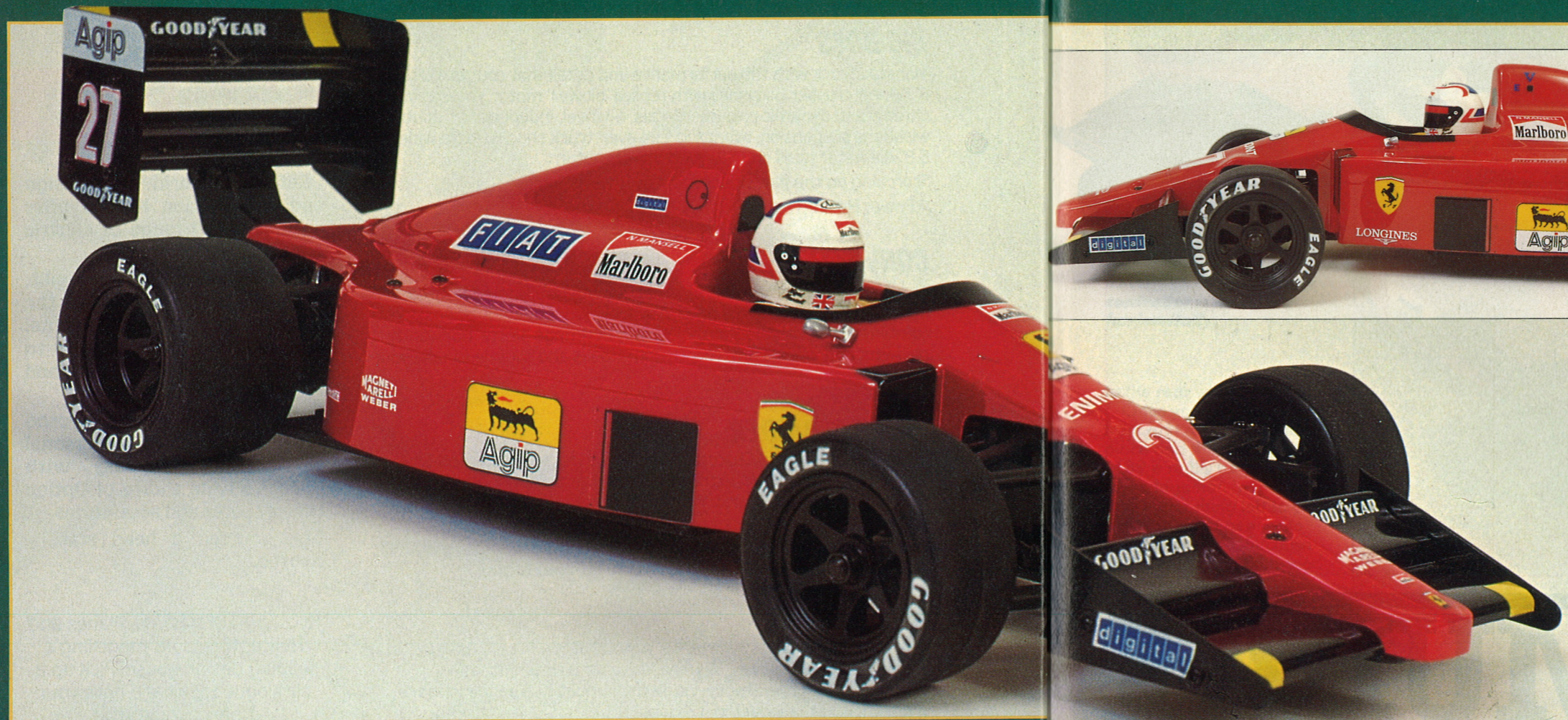
This system is used both ends with one notable addition at the front. To minimise damage to the flimsy looking front suspension in the event of a crash, both sides can pivot backwards. The two halves are held together with a strong rubber band which will pull the suspension back

together again when it is forced back.

This is not a new idea however. In fact it borrows directly from the Schumacher CAT and was designed in a sleepy Northamptonshire village about four years ago. I wonder if Cecil patented it.

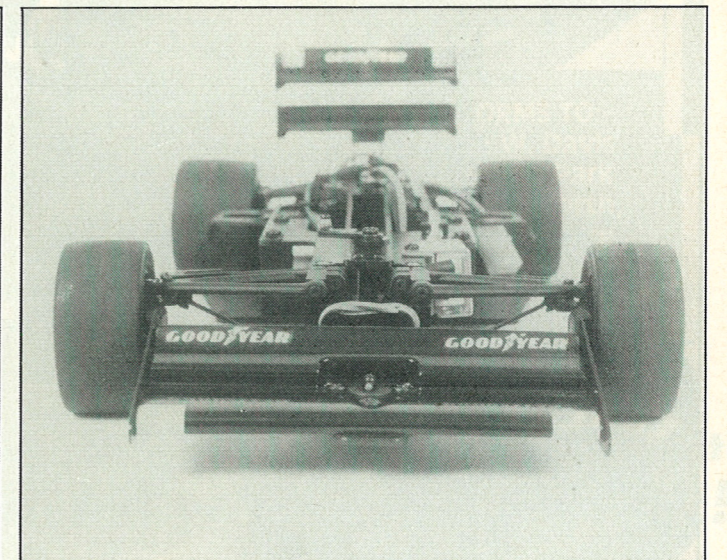
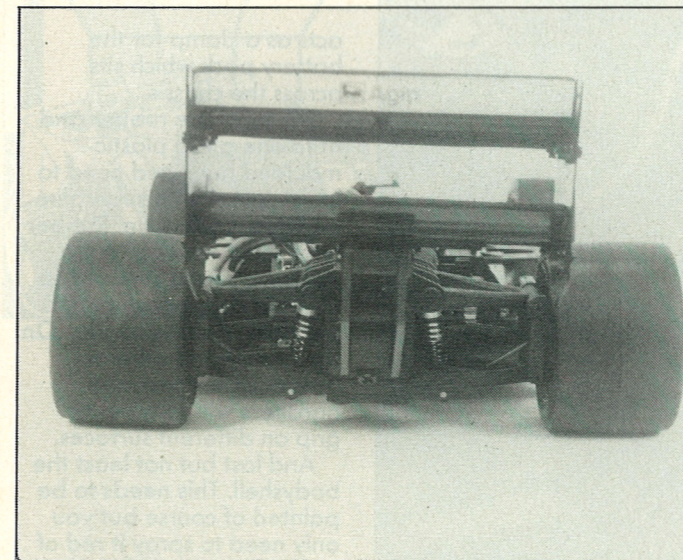
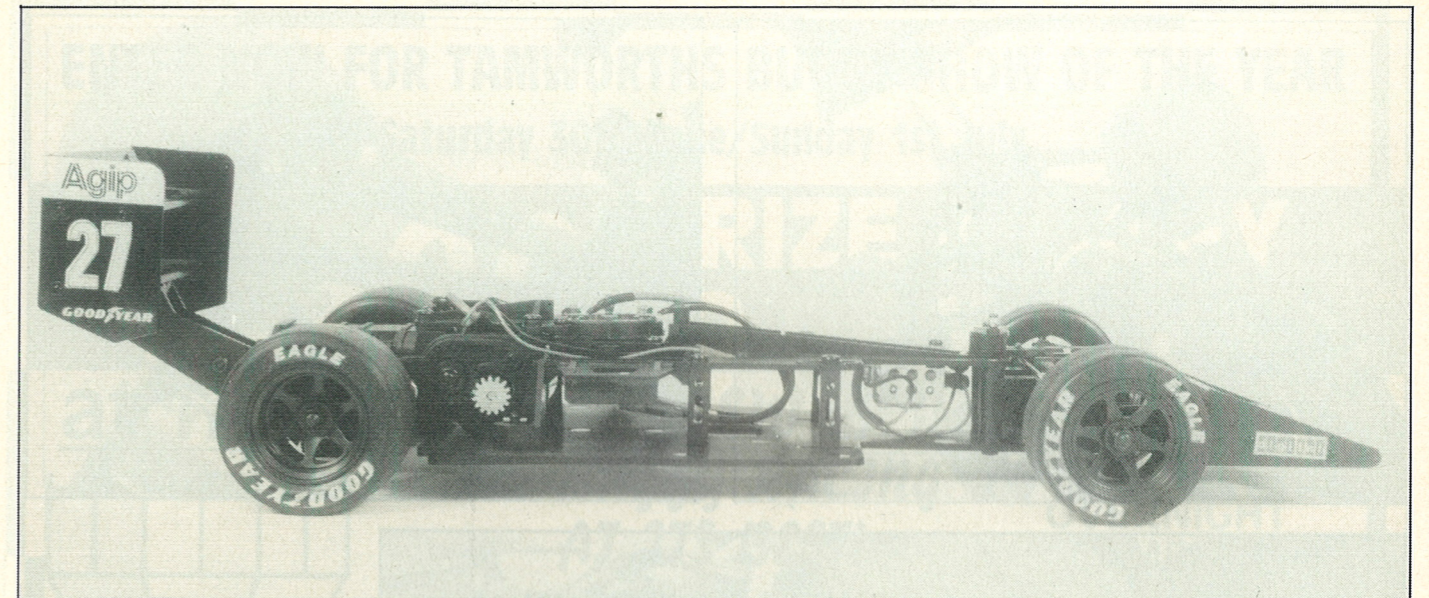
The F189 is rear wheel drive only with a mid-engined layout - that is to say, the motor sits in front of the rear axle. Inside the gearbox is an enclosed geared differential which in turn fits into a fully sealed gearbox.

The motor sits across the chassis and drives through a geared reduction to, finally,



With Nigel on board, Kyosho's F189 can't help but be a winner! - also Berger decals are included, but don't use em!

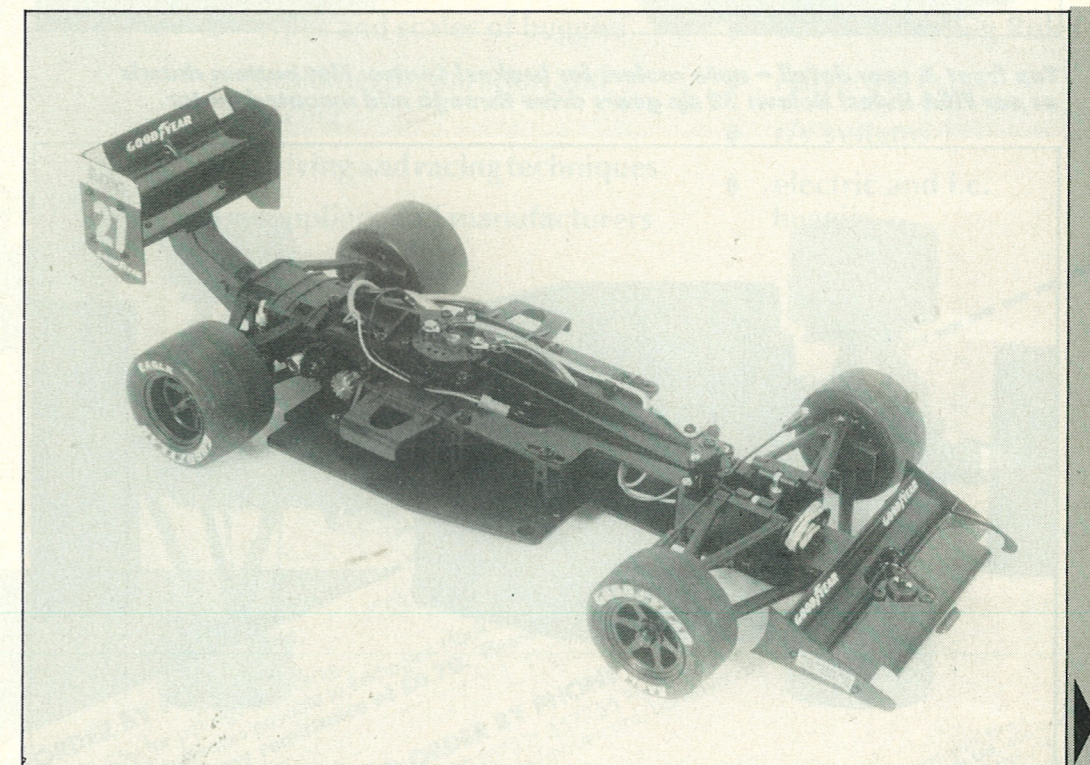




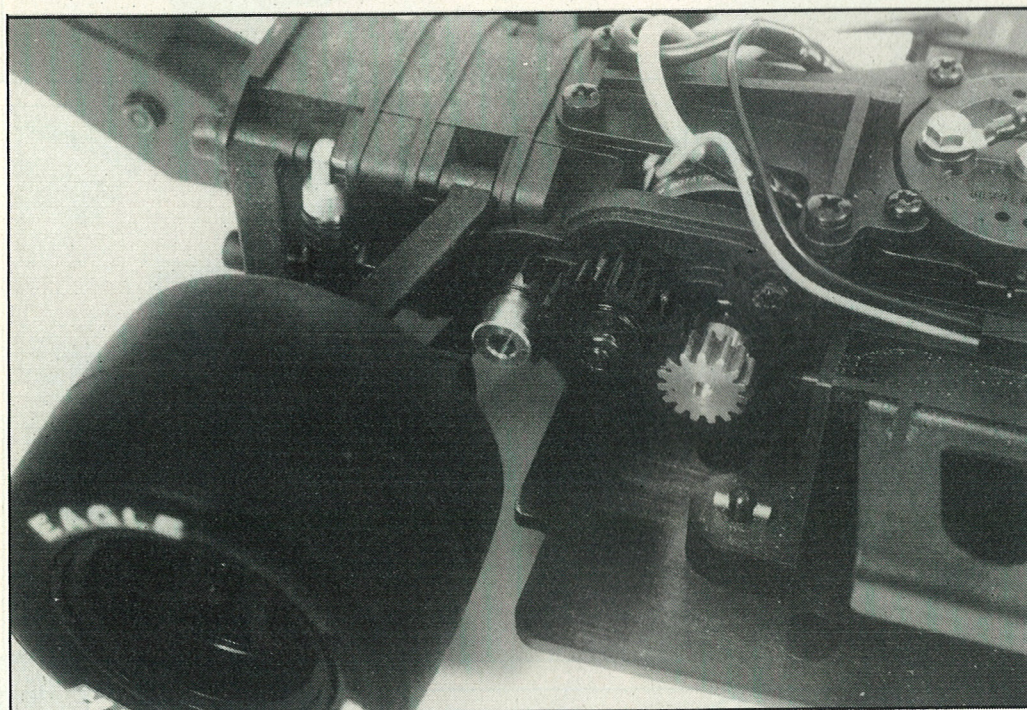
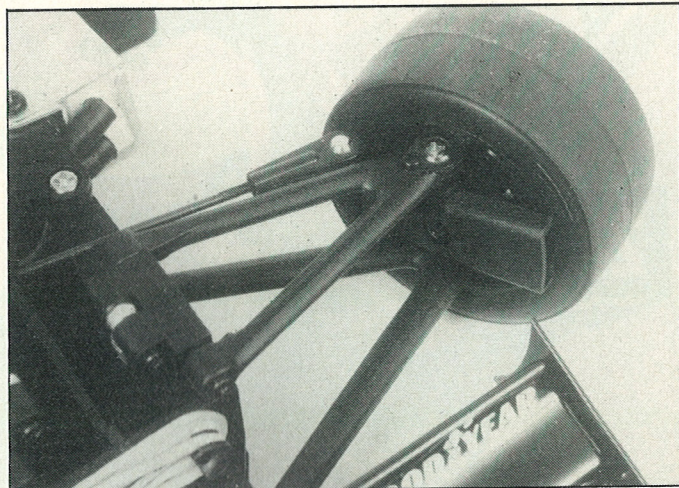
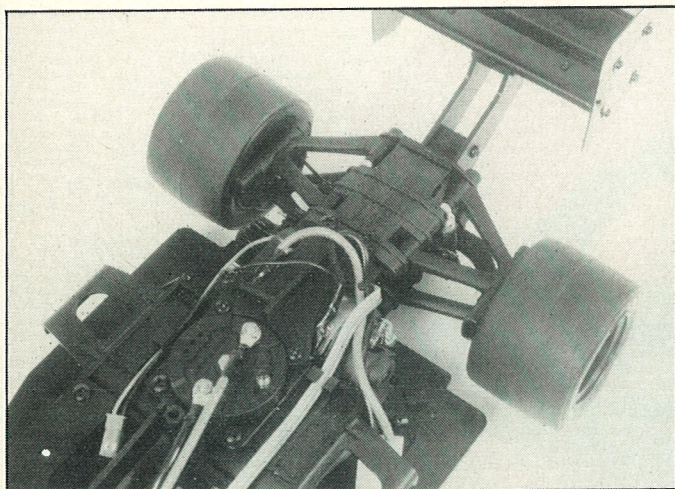
Top: Light chassis mated to 7.2 volts and 540 motor should give good results! Above: Suspension detail is excellent. Right: Rotary controller is mounted horizontally.

to the rear wheels. Once you have got the front and rear suspension in place and the gearbox the F189 is really beginning to come together. In fact the only major thing left to do is to fit the radio gear onto the shaker plate. Because all the radio and the speed controller fits onto a separate plate it is easy to fit and then get at afterwards. the steering servo saver fits to the front of the shaker plate.

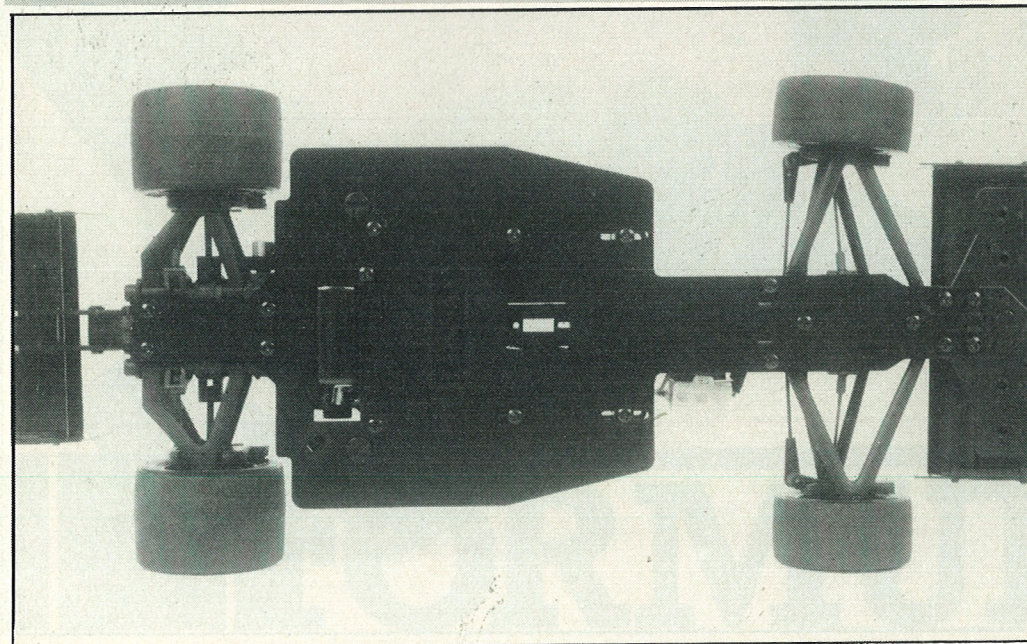
When the shaker plate is bolted to the chassis it also



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Top front & rear detail – note coolers for brakes! Centre: Flat bottom chassis as per FISA Rules! Below: 32 dp gears drive through mid mounted motor.



acts as a clamp for the battery pack which sits across the chassis.

The tyres are rubber and fit to one-piece plastic moulded hubs and need to be glued on with superglue or contact adhesive. Rubber tyres may wear out quite quickly on hard surfaces so it would be a good idea to get hold of some spares. On the other hand different grades of softness and hardness will give better grip on different surfaces.

And last but not least the bodyshell. This needs to be painted of course but you only need to spray it red of course – I mean what else could you paint it?

The wing is a complex three part affair which has to be bolted together and then fitted to a special mount at the back of the gearbox. In some respects the wing is set too far back, although it is unlikely that the model F189 will experience the same sort of aerodynamic forces as the real thing. The front wing bolts directly to the chassis.

In order to keep the bodyshell free of ugly body mounts and clips, Kyosho have come up with a neat mounting arrangement. Mounting blocks are bolted inside the body and they locate onto spring loaded clips which retain the body with a quarter turn on a screw on the underside of the chassis.

What's it go like? – Sorry, but you'll have to wait for a latter issue for that.