

The world, it would seem is full of classic cars. Of course this does beg the question what is a classic car. In simple terms it is a car that we can not afford, but would love to own, at least that is what some motoring writers think.

I do not subscribe to that view, there are plenty of vehicles that have been produced (in large quantities) that are quite affordable and in my opinion quite desirable. Maybe a classic car is a rare vehicle. The Ford Edsel is certainly rare but I for one would not wish to own a model. Then what is a classic car? Quite frankly I do not know. There are cars that are memorable, others are fast, expensive, luxurious or perhaps just different. So, for whatever reason you would like mention and it could be any of those listed the

Lamborghini Countach is probably a classic car.

The Countach was first announced in 1971, but it took the Lamborghini company two years to get the vehicle into production. Even then the production figures were hardly memorable. By 1985 only 500 cars had been manufactured. Although I have never squeezed myself behind the wheel, reports suggest that space is something to be longed for. Still, with nearly 5 litres of V12 to propel you to 100mph in 12.9 seconds and brakes that can exert 1.1g on your frame, I guess that comfort is the last thing you might desire. Perhaps a built in toilet might be a good idea. Top speed is claimed at around 170 mph (although talk has often centred of speeds up to 190 mph). Where you are supposed to

drive at 170 mph beats me.

Smart Choice

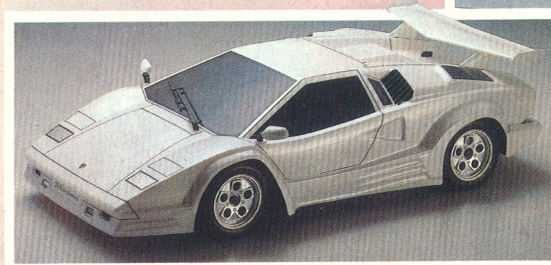
So whatever way you look at it the Lamborghini Countach is an excellent candidate for an RC model car. This is particularly so as this model is a 25th anniversary version. Mind you if the car was launched in 1971 and this is the 25th anniversary either Kyosho can't add up too well or maybe Japanese sums are different to ours. The nearest I can get is either Kyosho are

a might too early with the celebrations or perhaps a closer bet would be a 21st anniversary and somebody in the art department got a bit carried away with box art, that only makes it a year early. I don't remember the VW Beetle being featured in such a way when it made a quarter century.

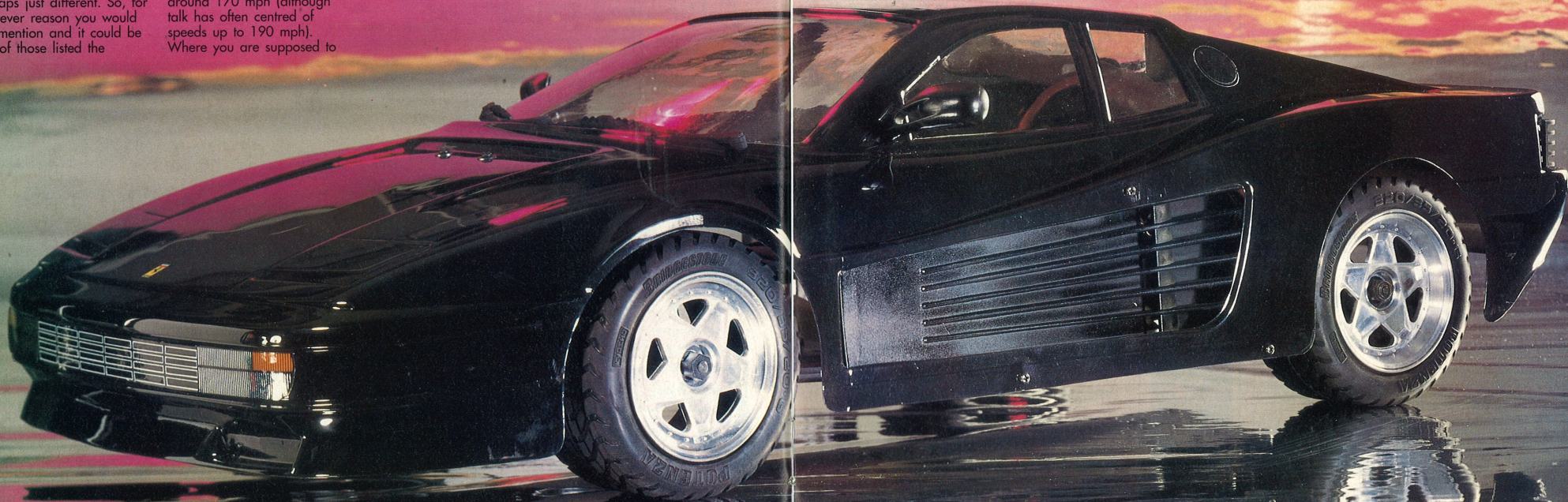
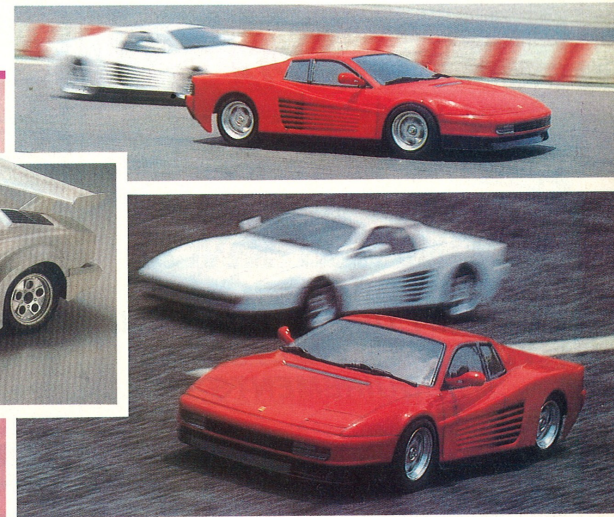
Kyosho are not the first to model this car, but that in no way detracts from this excellent kit.

The Kyosho Countach comes with a chassis which

Geoff Driver builds the Kyosho Lamborghini and Ferrari on-road scale series kits

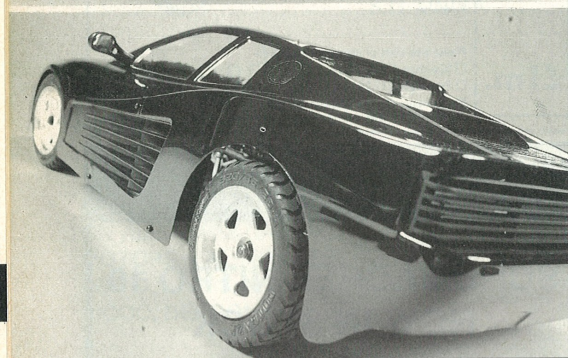
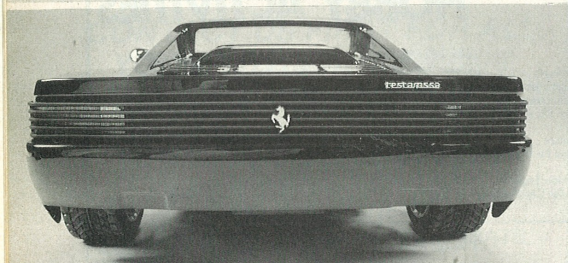
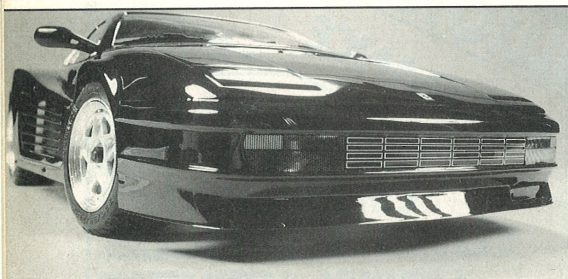


The kyosho kits follow the lines of both the Ferrari and Lamborghini very well keeping the low sporty look yet allowing the cars to retain their suspension movement. Right; The Ferrari in action, both the kits share the same chassis design.



Ferrari & Lamborghini

KYOSHO



The Ferrari bodyshell requires the rear grill to be painted and placed on the car after the decals are applied. Wheels are plastic but appear to be alloy.

doubles up for the Kyosho Ferrari Testarossa (another name to savour). Some differences exist between the kits other than the body, but these are minor and are more to do with body fitting than mechanics.

This two wheel drive chassis comes with a rear mounted standard, fixed timing, Kyosho LeMans motor which drives through a primary gear reduction which is external to the main gearbox and allows for easy changing of motor spur gears.

Dog Bones

The main gearbox runs

through a simple reduction gear to the gear differential. The drive to the rear wheels is through a couple of dog bone drive shafts to the wheels.

All wheels are independently sprung on plastic, coil over shocks. The oil filled shocks are very smooth and come with diaphragms to take account of the shaft moving in and out of the oil filled chamber, a standard arrangement these days. I used the oil provided in the kit and although I think that it might be Ok in the front shocks, the rear ones seemed a bit sluggish. A

lighter grade of oil might be needed here unless the shocks warm up particularly quickly. There is not a lot of wheel travel. If you are used to an off road car then this could surprise you. Remember this is definitely an on road car and as such wheel articulation is just not needed in fact ground clearance is only 20mm.

Lower suspension arms are robustly braced mouldings (imported from another Kyosho kit). The top arms for both front and rear are fixed length control arms. This means that whatever Kyosho designers have decided with regard to suspension angles you are stuck with. The only concession to choice are a number of alternative positions on the wheel end of the shockers. The front shocker mounting brackets are aluminium angle pieces bolted to the knuckle arm supports. The rear shocks are fitted directly to the lower suspension arm.

All Together

All the parts go together with no problems, as might be anticipated. The only problem I encountered was that I could not fit the track rods inside the front wheels. A quick consultation with the instruction manual and I noticed I had omitted to trim off part of the knuckle arm, this was quickly corrected and all was well.

The chassis is a two deck affair. The lower part forming the main element is made from something called "Kelron". Kyosho must be proud of this as the name is moulded into the chassis. Kelron, according to the box literature is a "strong, stiff, glass reinforced" plastic. Well it is certainly pretty stiff. This stiffness is further enhanced by the upper deck. The top deck as well as completing the chassis structure also acts as a carrier for the now renowned, reliable, fully enclosed, servo driven speed control. Although I know that one of the first add on goodies that will be purchased after the kit is built will be an electronic speedo. As far as mechanical speed controllers are concerned the Kyosho enclosed, 3 forward + 1 reverse version is one of the best.

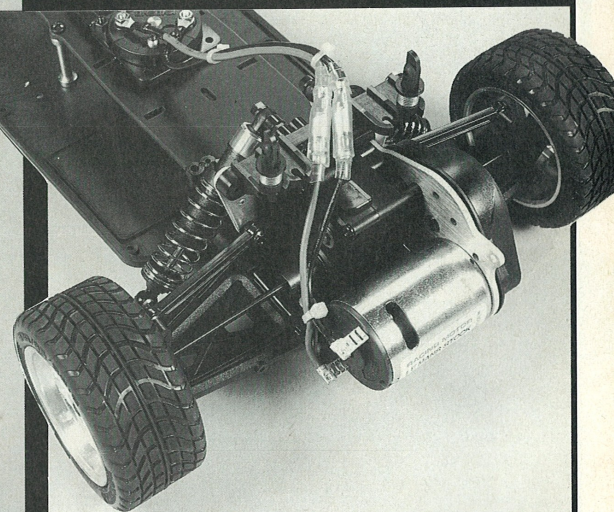
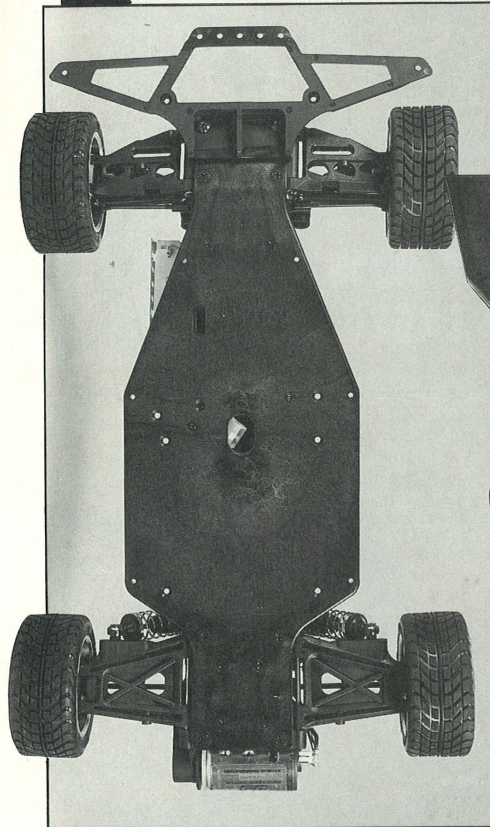
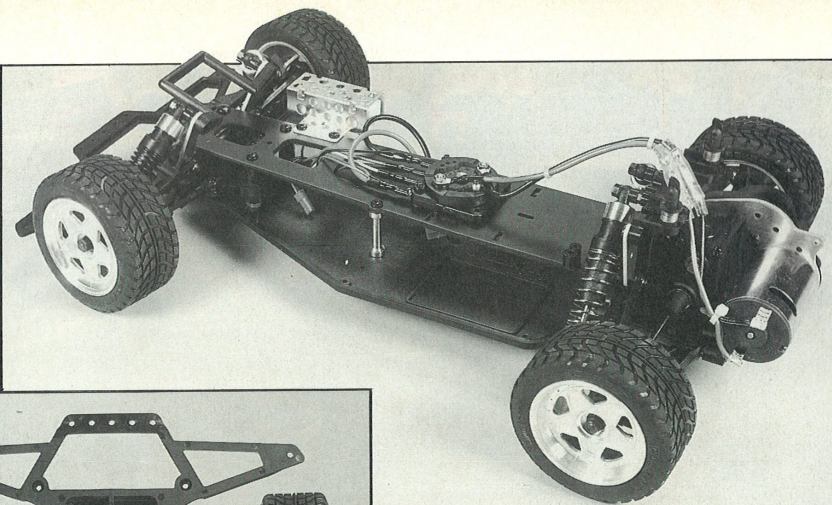
Some considerable thought went into chassis design because with just a few minor modifications it can be adapted to carry either stick, equal split or unequal split saddle style battery packs. The unequal split being intended for oval tracks, which in essence is what this model was intended for. It is in a way the RC version of the old US Indianapolis racers where engines, transmission and even drivers were offset to one side because the circuit was one big oval, that is, all left hand turns, no right hand corners.

Well that just about covers the mechanics. Old timers will recognise the heritage of this kit. Newcomers to kit building can take comfort from the fact that the basis of the Lamborghini and Ferrari is one of Kyosho's proven, race winning all time great chassis.

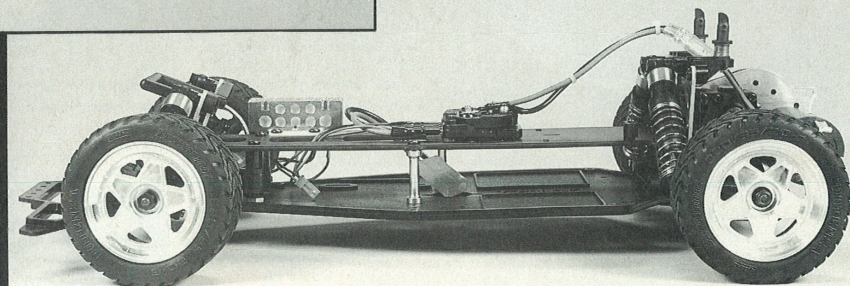
Good Body

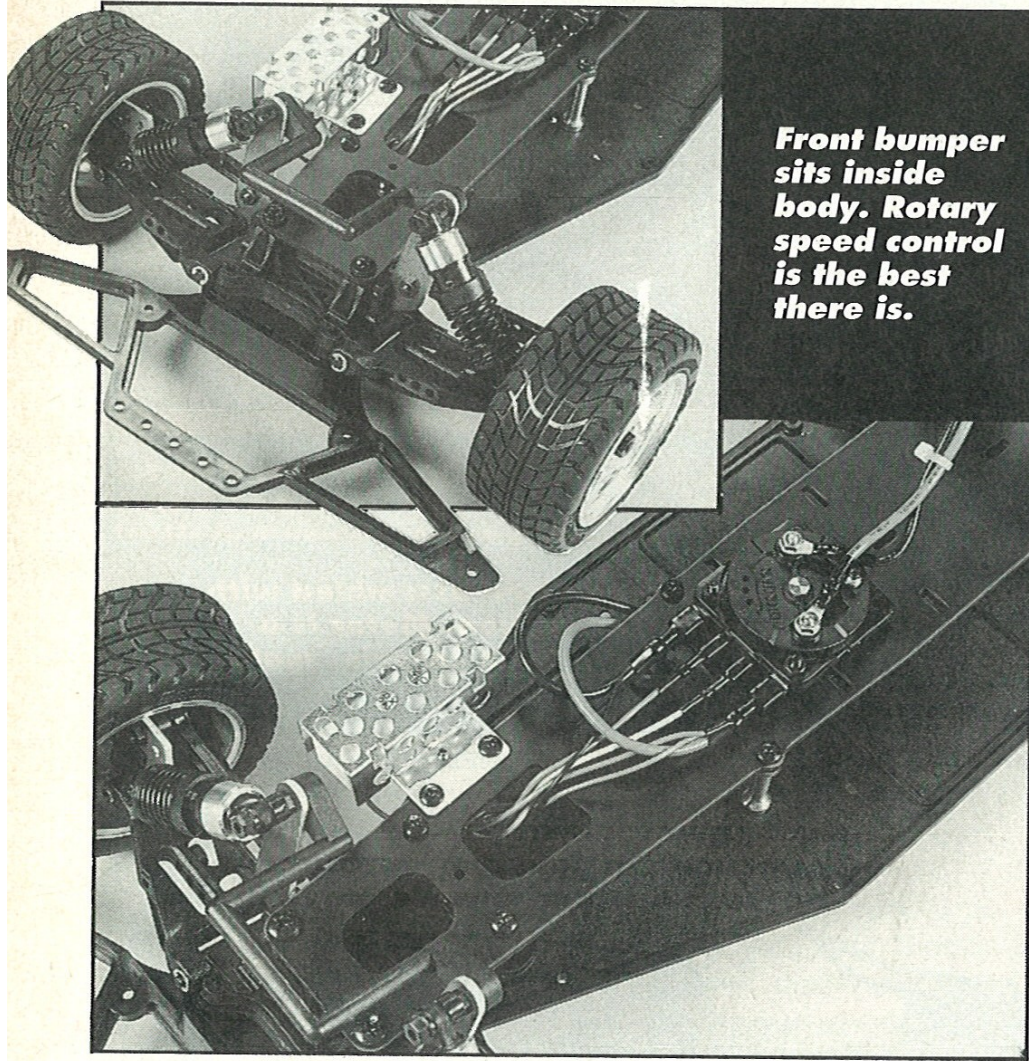
The body. Ok I know that Lamborghini has the reputation of great designs and I suppose that in 1971 this was something of a show stopper. Indeed it is probably still that today. For me the Countach is still a car of the 70's. It is not a timeless design as some people believe but one that belongs to a certain age. Having said that, the Kyosho body is outstanding. It has all the features to make this kit a very desirable RC car to own.

It almost does not need saying (but I will anyway), the lines are crisp the shape is unmistakably Countach and on the track it simply looks great. The body kit comes in three main parts. The main shell, the wing and the rear bumper/body panel. Unlike a lot of Japanese body sets this body has to be cut from the moulding. This job I have to tell you I was dreading. What if I get it wrong, what if the knife slips, what if.... Hey ho, just go for it. Well I managed the cutting, thank you Kyosho for the easy to see cut line, even if I did sweat a bit during the cutting. In addition to the clear body there are a few extra bits to be screwed into place. These include wing mirrors, windshield wiper various hooks and other sundry items. Ok, I know that they are not strictly necessary for going



Kelron chassis is tough and when assembled with top plate forms a rigid box section. Motor is a standard 540 and the drive train contains metal bearings.





Front bumper sits inside body. Rotary speed control is the best there is.

show the results. The final touches of body work are the decals. The Countach is not really adorned with sponsor stickers, so just to make sure you have your moneys worth, Kyosho have included a set of window stickers, to give that dark glass look. Thoughts of putting on large self adhesive decals has never filled me with much joy, so when I saw in the instructions that you should moisten the screen before applying the decals I thought, well why not. It works, no bubbles, well not many.

Home Run

That then is just about it. The final touch to give that extra zip are the wheels and tyres. Aluminium coloured wheels with some really nice tread patterned tyres. The only thing that lets it down are the big black nylon nuts holding the wheels in place, essential I know but perhaps something a little less agricultural would have been better.

Under normal circumstances a road test would be necessary. With such a

famous chassis I think that it can almost be taken for granted that this car will perform as well as it looks, which is good.

Dimensions as published by Kyosho

Length 505mm

Width 260mm

Height 120mm

Wheelbase 273mm

Track Front 192mm

Track Rear 206mm

Ground clearance 20mm

Gear ratio 8.3 : 1

The kit took around 3 hours to build and the body around 1 hour minutes to cut out and trim up after painting.

In conclusion: A very nice looking car on a thoroughbred chassis. Great body moulding and generally an easy to construct kit. Looks superb on the track.

faster, but it looks nice. The Ferrari shell is much the same but does have two large plastic mouldings that form the huge air intakes down each side of the car. These

require large holes to be cut in the body but once assembled the strength is retained. Again the classic lines of the Ferrari are closely followed and our pictures

Priced at approx £150.
Available from All model shops.

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