

# LANCIA DELTA BRAVO!

The World Championship winning Lancia Delta Intergrale 16v is the latest release from Kyosho in 1:10 IC form



I remember seeing the first Kyosho RS200 IC car when it arrived at the Ripmax offices, at the time it was something really different – just what we had been waiting for. It came almost ready built which was novel for an IC powered vehicle and it was very compact, neat and beautifully finished. This was surely going to make IC racing easier for beginners and bring lots of new racers into the hobby.

The RS200 certainly won many friends over that next year with its pull start system, good reliability and excellent looks, the only problem was that it was a one-off, no others followed and no racing was organised for owners – sad really.

What Kyosho have done with the Lancia Intergrale 16v has certainly been done before. Re-bodying a chassis already produced is something the Japanese are experts at, and basically that

is what this new kit is. Under the bodyshell everything is very familiar.

### Any time, any place...

The chassis of the Lancia is alloy, very nicely finished with smooth edges and even a neatly etched 'Kyosho' logo. At the front and rear are the gearboxes with geared diffs installed. From these boxes are small drive belts that run to a set of gears that

eventually find their way to the clutch bell on the engine. Along the way there are ballraces and metal bearings in suitable positions to keep the drive system reliable and running free. There are some improvements over the RS200 but they are small ones.

The engine in the car is now the Kyosho GS11 as seen in the 1:8 Ferrari, this is light, powerful, reliable and very importantly runs very cleanly. The connections on

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Engine on the Lancia sits in the middle of the car for neutral weight distribution. Bodyshell is held to the chassis via clever sprung loaded body mounts.



RADIO CONTROL MODEL CARS

the exhaust are good meaning no nasty glow fuel leaking out all over the place – a Big improvement.

Suspension on the Lancia is a mix of Optima Mid and Ultima, all very strong and slick but a little out of date now. Dampers are the plastic type with the medium strength black springs installed, the builder has to fit the suspension and dampers but this couldn't be easier.

## Multi Mask

Now for the difficult bit. As with all kits painting the shell in the instructions is given half a page and this for a shell that needs a tricky paint job. The two tone blue portions of the stripes are of course stickers but the red and white are not. On the shell there are moulded lines to follow for the masking, first I tried to mask to these. The problem is that the lines are not too sharp and lining the intricate stickers up at a later stage I could tell was going to not be easy.

In the end I ripped off what I had done and started a fresh with a new idea. First I placed the top and bottom

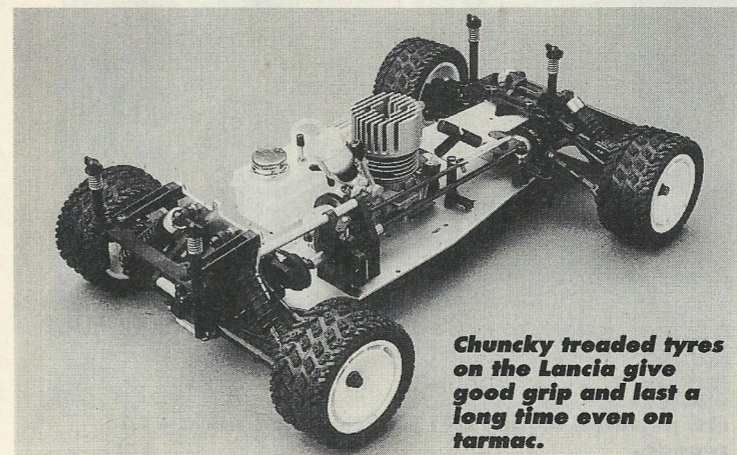
halves of the striping on the body, then I masked between where the red had to go – this was far easier, quicker and most of all worked!

The box art showed matt black areas around the bumpers, grill and windows. This I cheated on with tape on the outside and a marker pen, masking for all these areas would take ages and my example was due to go on show 24 hrs later at the Sandown Park Model Show – so time was of the essence.

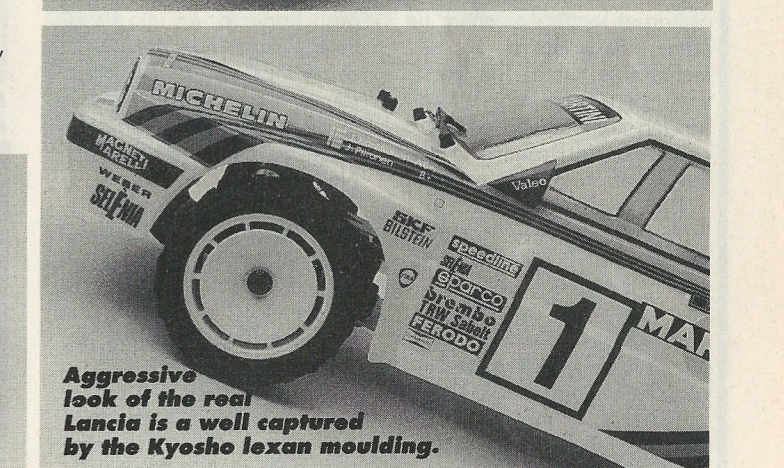
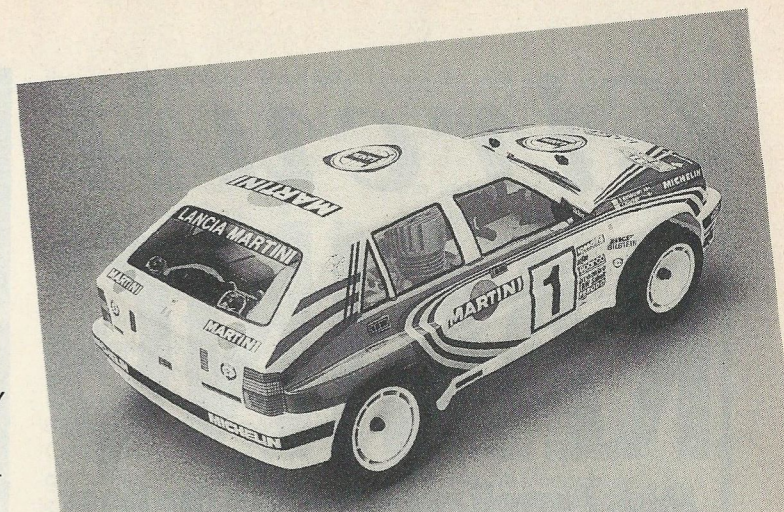
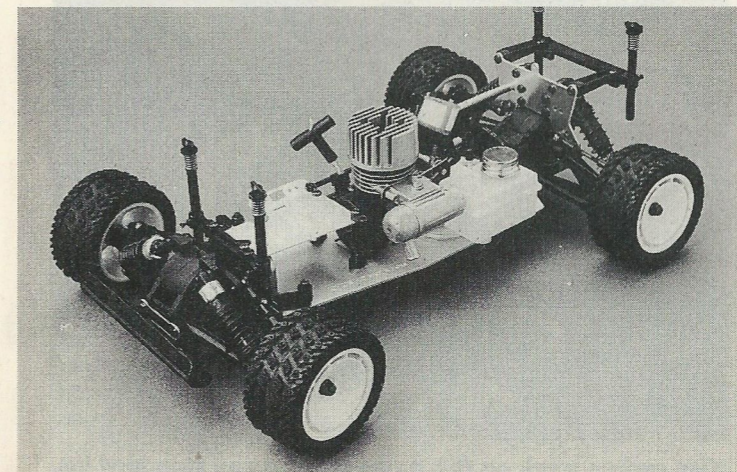
The Lancia body is just right for a model car, its almost square and very aggressive looking and I must say that Kyosho have done a really good job of capturing the shape.

## Gentlemen, start your engines...

Well almost, the ideas of how to get the car started are clearly laid out in the back of the instructions, the carburettor is pre-set so you should have no problems just like us. We took the plug out, filled the tank and used the priming button on the tank to get the fuel moving. A few



Chunky treaded tyres on the Lancia give good grip and last a long time even on tarmac.



Aggressive look of the real Lancia is a well captured by the Kyosho lexan moulding.

pulls and the fuel was flowing, back in with the plug, connect the power and really – it did fire up first time!

Setting the needles for best performance take a bit of getting used to but it really is quiet easy. As for speed the car is pretty quick, its has a higher top speed than an electric car but is a little slower for the first few feet of acceleration. The theory with IC cars is that 'you don't have to charge, just fill up the tank' this is all very good but the engine does need to cool down occasionally so don't expect too much.

In the UK the racing side for the Kyosho car seems unlikely to take off, but there

is a chance that the cars could be raced with the range of Schumacher cars now available.

Basically these cars look good, can give great fun, but need someone to organise some racing so that owners can use 'em!

## Specification

- Four wheel belt and gear drive
- Semi ball-raced Alloy chassis
- Dog-bone drive shafts
- Oil filled plastic dampers
- Kyosho GS11 engine/pull start
- Requires 2 channel radio, fuel and batteries
- Lexan bodyshell