

# DIRTY SUBTLE

**KYOSHO  
1:8TH SCALE  
'LANDMAX'  
SUBARU  
WRC**



The Subaru Impreza has been a name in rallying since Colin McRae got behind the wheel, especially after McRae's famous win in the RAC rally in 1995. Since then this impressive looking car and its performance has been very popular. With a 6 month waiting list to own a new one, I think this model car is the closest I am going to get to driving one!

So here we go. Plastic pots at the ready, a clear instruction manual and a can of beer for company. First up reading the first couple of pages of the manual and sorting which tools are needed, and thinking ahead a radio set, fuel, plus a glow start would be needed. On opening the box you quickly notice that the Impreza is a very sizeable model with the 1/8th polycarbonate shell highlighting this. Huge compared to the 1/10th Mini Cooper review I had recently built.

This was a very nice piece of kit, the chassis is 25% pre-built and looks very well engineered. The front and rear differentials were pre-built along with the front and rear drive shafts and the .21 engine was already in place. All I had to do was to finish off putting this together. Each bag of screws is numbered and there are pictures of each diff screw clearly printed in the front of the manual, so there shouldn't be too many difficulties.

## Build me up Nige'

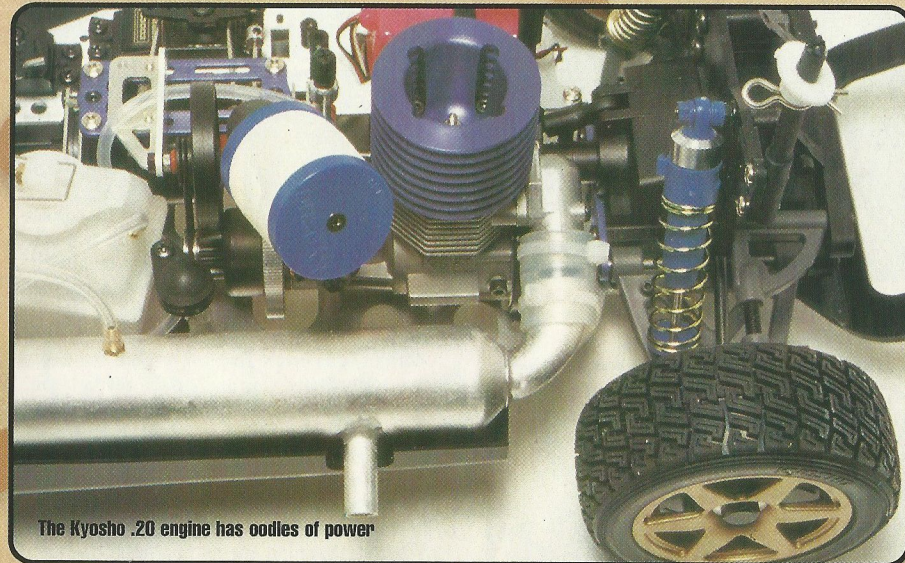
With my table set up, I emptied the appropriate bags into plastic pots and started to assemble the suspension. This was done with very little problems, apart from the odd goal on the television to make my attention wander! (it is the World Cup after all!). The rear suspension was the first job, and it was pretty straightforward. The front suspension is very similar and did not take too long to complete. I completed my first nights work in about 3 1/2 hours, I did say the World Cup is on, so 3 1/2 hours is not bad considering!

My final job was fitting the cooling fan. This is driven by the drive shaft and it is the first time I've come across it in 1/C. So what's next, electric windows or air conditioning?

Day 2, with a fresh mind and another match on I started to assemble the shocks, these are oil filled so make sure all air bubbles are removed and plastic pips smoothed away from the nylon ends to ensure no binding. I used the spring tension set out in the manual but there are five different widths to choose from. Fit the shocks to the pre built suspension and chassis and we are starting to look something like a car.

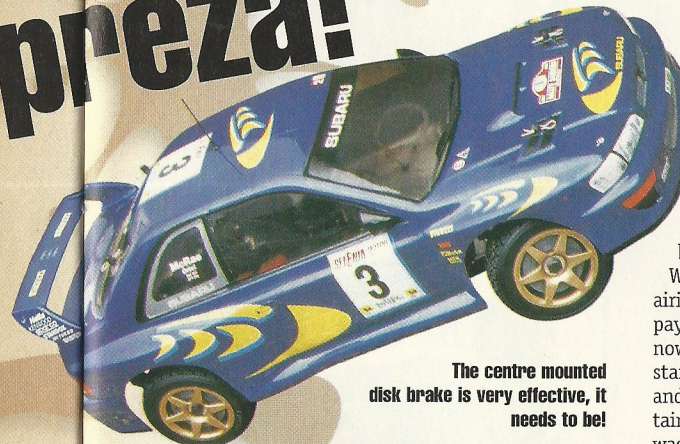
The steering was next up and this had a very simple direction to follow with 1.1 scale diagrams in the manual to measure against. Fixing all the steering together produces a very solid unit which I think will be needed to hold this car in a straight line and in and out of bends.

Next up is the fitting of the fuel tank, pipes and air filter. A nice touch is the printed ruler

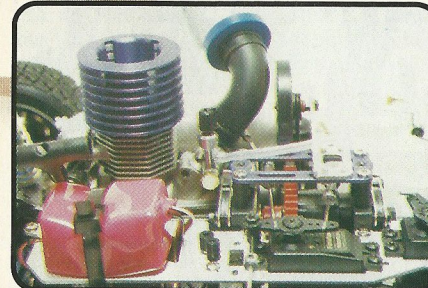


The Kyosho .20 engine has oodles of power

# impressive impreza!



The centre mounted disk brake is very effective, it needs to be!



on this page for cutting the lengths of silicone tubes needed for fuel tubes and for the brake rods. The air filter has a cover for running in the wet, but for photo purposes and this being the summer (!) this was left off, but is very easy to fit on at any time. With all the tubes fitted and the fuel tank in place the radio gear could be fitted. Here lay my biggest problem. I had been intending to use an Acoms radio to use but their servos are too big to fit the servo plate, and so I had to strip down my Mini's radio gear which has Futaba servos. To fit the rest of the radio gear was slightly tricky, fitting the brake rods into the specified gaps (help at hand with the 1.1 scale diagrams) and bending the throttle rod to the correct angle so there is a smooth movement on opening and closing the throttle.

Finishing touches are all that are left now with front and rear bumpers fitted, the rear is a good carrying handle as well, but don't overdo it. The exhaust is held in place by nylon straps attached to the side guards. These stone guards are very useful to keep the workings clean from stones and dirt. The only thing left was to put the wheels on. The wheels were the only real surprise with this kit, the wheels needed to be painted gold as the standard kit wheels were white. This was not a problem and I used brush on Pactra gold paint. One coat covered the wheels inside and out and with the brake disks fitted they looked very realistic. Fitting the wheels on the car is always satisfying as the building is almost over and the only thing left is to paint the body shell.

## Blue metallic

I was asked if I would like the body shell to be sent away to be sprayed professionally, but I declined this offer as painting them is very satisfying, especially when you see the end result and after all it was only one colour. So I set to work cutting out the shell and drilling the relevant holes. This kit requires more holes than just the bodymounts; with windscreen wipers, wing mirrors and the spoiler fixed to the shell. Before painting each hole was covered with masking tape to stop any excess coming through but the outer shell is protected by a clear film. The windows on the inside have masks provided with the kit. The day I sprayed the shell the weather was perfect, very hot and humid (must have missed that one - Ed!) and with the size of the shell two tins of true blue metallic paint were needed with a tin of white to enhance the colour.

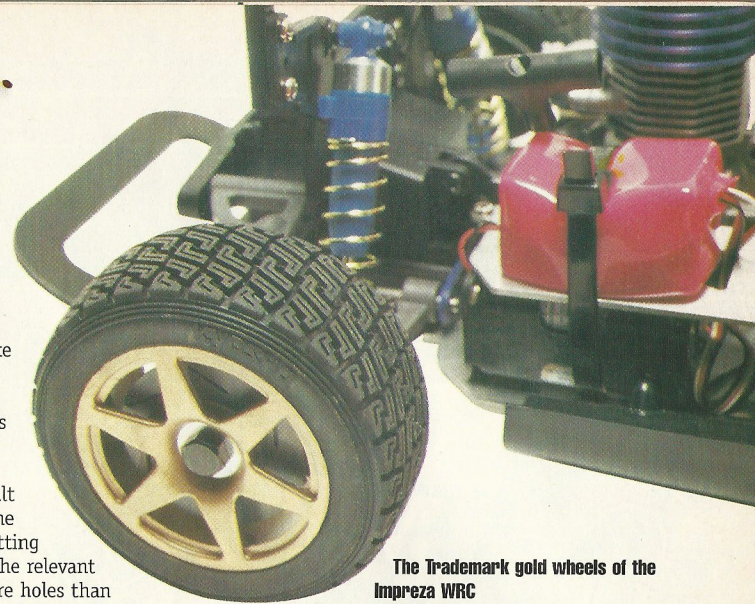
I made a major mistake with spraying the shell, using all the blue paint up and suddenly realising I had not sprayed the spoiler! This caused me great concern because I had bought the last two tins of paint in the model shop and with the copy deadline looming I was in a bit of a hole. I was saved with a tin of brush on paint. This is a bit tricky to get two coats on but the end result turned out OK.

## Run In

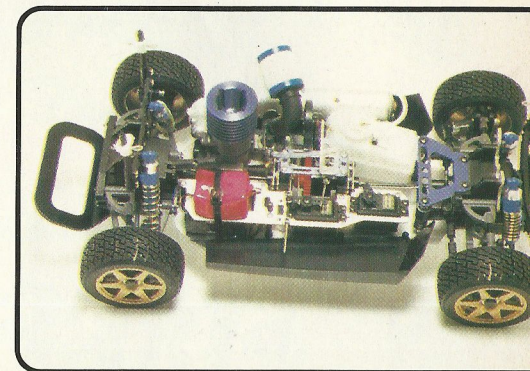
Now is the time to run the Impreza and after doing all the final checks on the throttle and in particular the brakes, the moment in truth arrived. Fill the fuel tank and prime the fuel through, glow plug on and after half a dozen pulls the engine roars into life. A radio range check was carried out, this model is too big, too heavy and too fast to risk losing control. With a clear and empty car park in front of me and keeping the bodysell off for now, I sent the Impreza on a few GENTLE laps around the car park. I needed to check the running and to see if the brakes work, because one concern is there is no protection for the body shell at the front of the car.

With everything OK the body shell gets its first airing and now all that hard work in building is paying off. The Impreza looks wonderful and now I can test it properly. The cornering is outstanding and I have only fitted a standard servo, and as for the acceleration the car park was certainly not big enough, because the throttle lever was only half way forward and I was having to turn around. So with tarmac tested lets get dirty or shall I say dusty!

Well this is a rally car and is made for off road driving. This car gets better and better and is excellent fun on gravel with the power of the .21 engine spraying gravel and dust everywhere from all four wheels as it pulls away. Nothing seems to cause it any trouble, the car bounces in and out of pot holes, sliding into corners and kicking everything out of its way. There was only one problem with running the car on the gravel, was the mess it was going to get into, or



The Trademark gold wheels of the Impreza WRC



The rolling chassis, note the carry handle and side guards

at least I thought it was because the side guards had done a great job and kept the chassis quite clean.

What more can I say this car has it all, looks, quality throughout and plenty of speed. The Kyosho Subaru Impreza has made a great impression on me. The bad news is that I have to give it back now, but let me tell you the 'Sube' is worth every penny if you buy one. **RRCI**

## Quick Spec

1:8th scale Nitro powered 4WD Rally Car. Disk brake. Shaft drive. Independent suspension with wishbones and coil over, oil filled shocks. Engine driven cooling fan. Pull start .20 Glow plug engine. Polycarbonate body. Available as Subaru Impreza or Ford Escort Cosworth.

## Testers Kit

Futaba Attack II 27 MHz 2 channel radio and Futaba 3003 servos. Quickfire 16% Fuel Ripmax Glowstart

### Likes:

Quality of kit  
Superb looks  
Speed and handling!

### Dislikes:

Giving it back!  
Should be fully balltraced