



Rikards ride

Kyosho Landmax 1:8th Touring Car

Super Swede

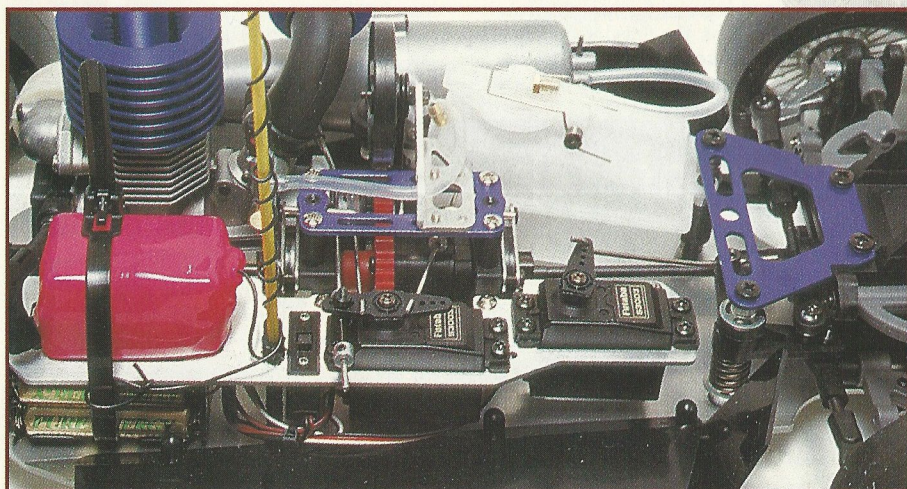
The 1998 BTCC had everything the enthusiast would want. Evenly matched cars and drivers, great racing and a cliff-hanger to end to the season. Throughout '98 one man appeared to be not so much driving as driven, Rikard Rydell. Having been 'oh so close' before Rikard had obviously decided '98 was his year - and it was. Every time he was threatened he found that little extra to stay ahead in the points and he ended up a very deserving champion. Now Kyosho have been producing a replica of his '97 car for some time in both 1:10th

Electric and Nitro forms. Now, like Rikard, you can think a little bigger because Kyosho have made a stunning replica of his '98 mount in glorious surround sound and wide screen - 1:8th scale Nitro!

Old Friend

How can a new kit be an old friend? Well the Volvo, and the soon to be released Alfa Romeo 156 (too, too beautiful...), are both built in the Landmax 1:8th series. This means a Touring car variation on the original Inferno Buggy 4WD car complete with a GS21R pull

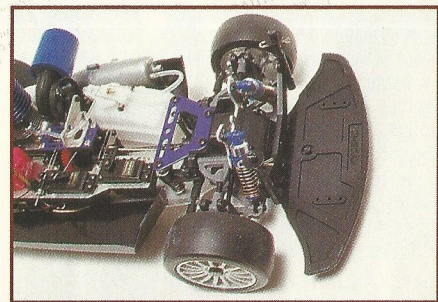
start engine. This is a really excellent chassis with a terrific heritage, the Inferno MP5 won five world championships and the MP6 is the newly announced successor. Released during 98/99 as World Rally Cars the Landmax series have proved to be very popular. This is no surprise, with a specification that includes a ball-raced - shaft drive transmission, 3 diffs, 2 disk brakes, the aforementioned GS21R engine and a tough twin deck chassis. The chassis comes out of the box with the front and rear differentials, engine, centre diff, transmission, disk brakes all pre-assembled. All you have to do basically is to build the suspension and paint the body, fit the electrics and go.



The GS21R engine should give enough shove to keep me happy

Super Spec'

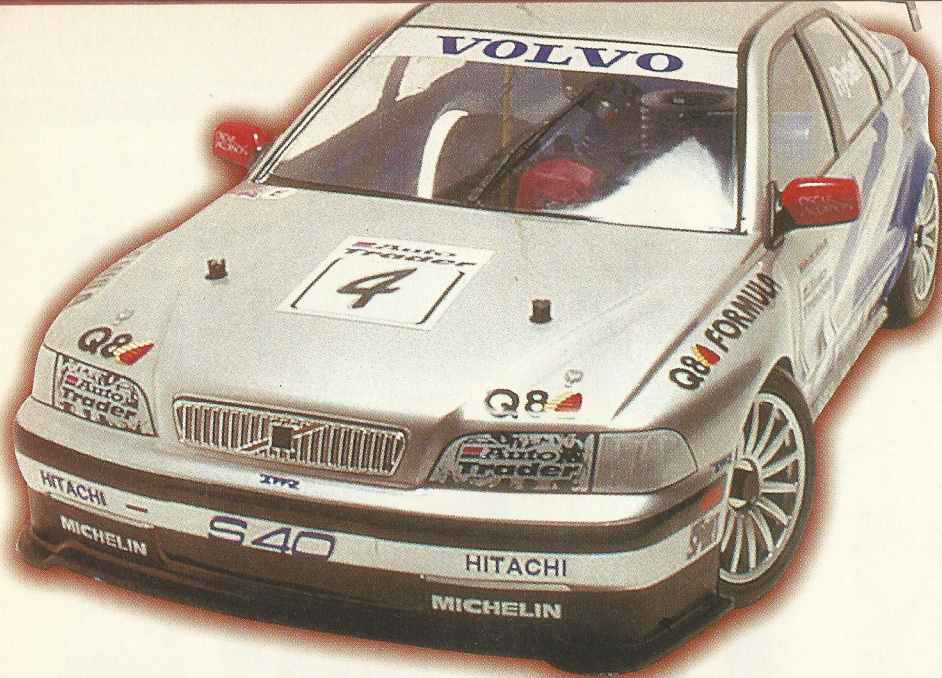
The all independent wishbone suspension is adjustable for camber front and rear and the kit is supplied with three different rear toe-in



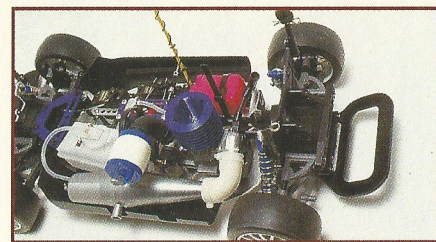
That stout front end just needs a foam bumper to finish it off

Day Flyers

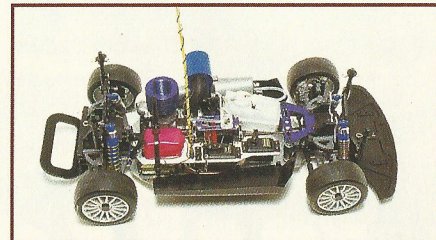




'Run it! - no, I just want to look at it'



That rear handle is so useful! Tuned pipe is a standard feature



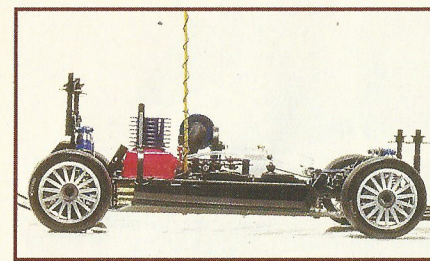
Rolling chassis ready for some PeterE curb bashing....

even race, then don't spoil it for another few quid. Fit a full ball race set, the car is just so smooth with them installed. Oh and Kyosho, at this level they should be included - no argument. OK?

Sections 4 - 7 went according to the manual. When you reach section 8 take a little time to sort the order of events, I found it easier to install the dogbone drive shaft before the bottom hinge pin. Sections 9 - 18 as plan. I might take the ballraced steering system from my Kyosho Gp10 Mki Race Car and install it in Super Swede now that my old Mk1 has been retired to make way for the MKII for Kyosho Cup duties. And once you have had a car with a good quality servo and ballraced steering you do not want to go back!

Section 20 and a plea to Kyosho, on the aforesaid GP10 MK1 the aluminium centre posts had a small hole in them so that you could insert an Allen key and make tightening up the screws much simpler. Holes in Landmax posts please.

Sorry, nothing to report until section 24. Here I fitted a Futaba 3003 servo for both steering and throttle/brake. Before I ran the car, but after I had photographed it, I began to worry that the 3003 was not up to the job



The ride height is adjustable

of steering the Volvo. Sure it can physically manage the job but this is a heavy, big, fast model and my reactions are erm.... average. So I need all the help I can get. So I decided to blow the budget on a nice Futaba S9404. Coreless, metal geared with a 0.11 second/60° response and with almost 6 kilos of torque it is the servo for the job. Like the ball races, the car is worth it.

Back to PeterE snooze time, when I got to section 30 and attempted to fit the bumpers front and rear whilst I had the car upside down on the bench. Result? The diff housings front and rear fell off the chassis! Ah well I took the opportunity to add some more grease to the diffs while they were exposed.

Problems?

You have seen them all. Basically zilch. This car is a joy to build. You can sit for an hour and just gently add parts - leave it and come back for some more. Everything fits. I had a little bit of work to do with an Emery board (bored me?) to ensure that the suspension dropped under its own weight but the amount of friction in it would probably have gone within a couple of hours running in.

When I received the bodyshell back from Terry Atkinson it looked superb but I must say I was amazed to find a couple of hours disappeared whilst I was cutting out the shell and fixing the spoiler, mirrors etc. To complete the job I spent a few minutes spray painting the wheels before I mounted the sticky slicks. The Volvo should have silver wheels and the kit has them white. So the white wheels are correct for the upcoming Alfa 156 then....

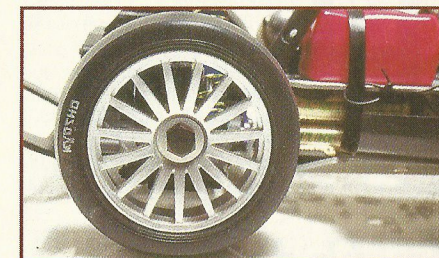
Run it! - no, I just want to look at it....



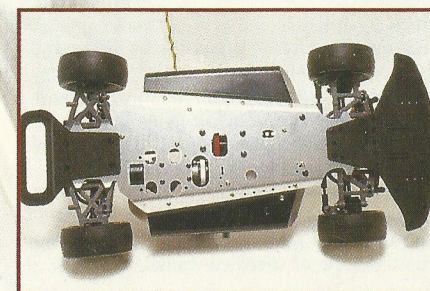
Conclusion

When I first tried the Landmax 1:8th in Ford Escort WRC form - I thought it was superb. When we had the Landmax Subaru Impreza at Traplet Towers I was more than a bit green that I was not building it. Now I have built a Landmax? I think that it ranks high up amongst the very best kits I have built.

How does it drive? Ah well, time ran out so you will have to read 'Drive In' next month to find out BUT having driven the Escort WRC version I can tell you now - Most Excellent fun! **RRCI**



Nice wheels, now silver as they should be



Black 'batwings' help to keep chassis clean

Build Up Hints

The single most important thing about the build is.... Read the instructions! Boring but true! The Kyosho instructions are excellent, a lesson in clarity with plenty of good advice. Don't skim, read them. This is a very nice kit that will build into a super model. And it has cost you a few pounds as well! So read and inwardly digest - it's worth it. Lecture over.

Blow by Blow?

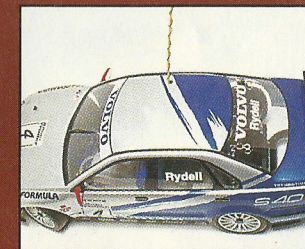
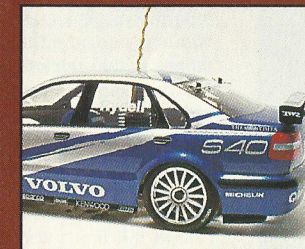
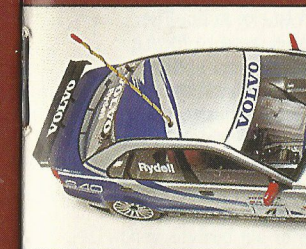
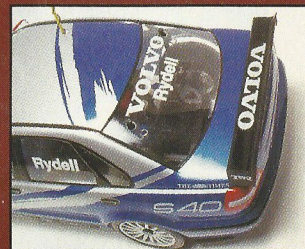
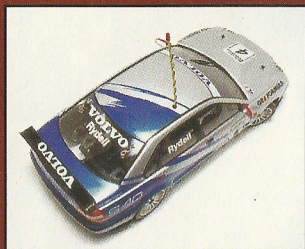
No, I can't see the point of a lengthy 'screw part Z10 into Y14' type description with instructions this clear - but here are some of my notes as I built the 'Super Swede'.

In section 1 stay awake and make sure you have a 'R' for rear rather than an 'F' for front. Wakey, wakey PeterE.

In section 2, as always with a kit build, make sure that the assembled suspension arms drop freely under their own weight. If they don't then sort it with a file, grease, whatever or your car will never perform as it should. Again in this section I was asleep and did not check the view, the drawing clearly shows the prop shaft coming forward so it is NOT a rear view. Ho hum!

Into section 3 and I immediately deviate from the plan. This is a super car. It is generally pretty good value. It has a ball raced transmission. Good. It does not have a ball raced hub scenario. Bad. I have almost got to the point where don't build cars without ballracing the hubs, it makes so much difference. If you are spending this amount of money on a model which you probably won't

'This is a really excellent chassis with a terrific heritage'



Tip

I found that an Allen driver was easier to use to assemble the suspension arms but the Allen key provided is perfectly adequate. A pair of callipers are almost essential for checking the various adjustments as you go. I use a plastic set that I picked up at the IMS at Olympia very cheaply a couple of seasons ago. To ease the load on screwing in the outer part of the suspension arm use the Allen key slotted through it to gain leverage - doddle!

plates to fine tune it to your preference. The chunky front uprights are aluminium. The front brace and the centre brace are anodised aluminium in just the right shade of purple. The Air cleaner has a choice of wet or dry settings and the radio receiver has a 'so cool' pink cover to keep out the damp. A nice addition is the cooling fan driven from the nose of the pinion gear. Neat side extensions in black propolythene help to shield the chassis from muck thrown up from the track. The rear shocks have five, yes five different top mounting points and the fronts have three. So three toe in multiplied by five rear shock multiplied by three front shock - add in different shock piston options and spring pre-load and adjustable ride height, dial in the camber you want on each corner and arrrgghhh-hhhh! This is a very adjustable chassis even before you start to raid the huge list of hop-ups available for the Inferno/MP5 range. The body shell is a stunning moulding with correct decals, mirrors, windscreen wiper and a super looking chrome plastic grill. Being a total coward - sorry, what I meant to say was that - as this was an important cover car! I asked Terry 'the paint' Atkinson to do the honours on the shell, nice one Terry!

Quick Spec

1:8th Scale .21 Nitro powered 4WD Touring Car. 3 Differentials, two disk brakes. Adjustable front/rear braking. Adjustable camber, Toe in/out. Requires Paint, two channel radio, servos (x2), Glow start and fuel to complete.

Tester Kit

JR 756 40 MHz radio and matching receiver Futaba S9402 and S3003 servos Model Technics 16% Nitro Fuel Ripmax Glow starter Kit Tyres, glow plug

Likes

Looks
Quality
Size
Almost everything

Dislikes

Not fully ball raced
Chassis should be countersunk
White wheels



May Flyers

