

I wonder how long these stickers take?



Sainz alive



The shell on and looking good from the left

The Kyosho Toyota Corolla WRC

In the 1999 Kyosho Cup the 2WD IC class will be a standard racing class designed to be fun and light on the wallet.

When the Ed asked me to review the Corolla, I was not expecting much but when the kit came through the post I was quite impressed.

Upon opening the box I found the bodyshell, a couple of parts bags and a 90% pre assembled car.

Having reviewed the Tamiya version of the Corolla last year I had a good idea of what was going to be the longest job on this car - the masses of decals that have to be applied to the shell.

Kyosho Mantis FWD IC car



What the opposition will see (I hope)

Car Spec

So what do you get for your money? Well first off all there is a very powerful ballraced .12 size engine which drives and single speed gearbox. The car has a brake but the jury is still out on whether it actually slows the car down or not (it does keep the car still when

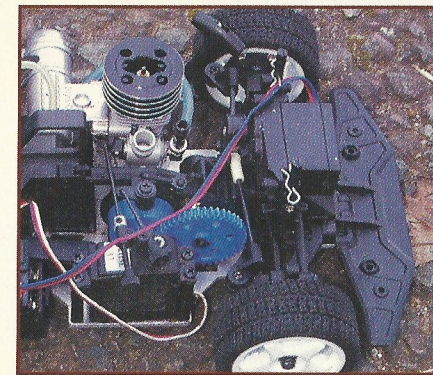


The shell on and looking good from the right

the engine is idling though). There is an optional disk brake available for the car. I would recommend the disk brake to help prevent you crashing into things. (Having raced one of these in the Kyosho cup I would say that a Disk Brake along with a ball race set is a 'must have item' Ed)

The Mantis chassis has 4 wheel independent double wishbone suspension which uses fixed length track rods set at about 1 degree of camber. There are no shock absorbers, only springs mounted on the wishbone that press against the chassis. Because of this the car bounces about all over the place on bumps, especially at the back as there is no weight there. This causes some very amusing spins at high speed - if you catch the bumps right so make sure not to be too close to any solid objects e.g. kerbs.

'on the road you can chuck the car into big slides, wheelspin like mad and discover that you should have glued the tyres on'



The engine, gearbox and servos. Note how far the servo lead has to reach

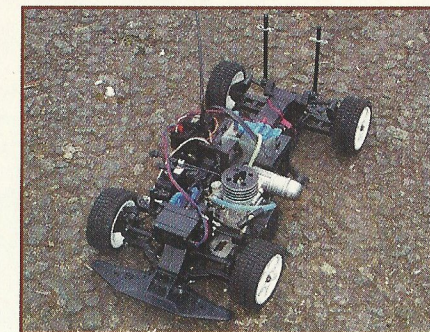
90% Pre-Built

Leaving the body until last, I started on the car. As mentioned before, most of the work is done for you and it only took me half an hour before the car was screaming up and down the road - the neighbours loved it!

The first thing that the instructions get you to do is to install the steering servo, steering linkage and front body mounts. This is all straight-forward and leaves little room for error.

Next in is the throttle servo followed by the throttle linkage. This is where my only problem occurred. The instructions show that you have to enlarge the hole where the throttle linkage attaches to the engine. This is actually quite a hard job as the throttle linkage on the carburettor is close to the chassis and so it is difficult to get a reamer to the plastic. I ended up taking the engine out, enlarging the hole for the linkage, inserting the linkage and then bolting the engine back in again. This took about 10 minutes to do.

The rear body mounts are next up and lastly you have to fit the wheels and tyres. The Kyosho kit compound treaded tyres are very hard and do not come with inserts, not that they are needed - the rubber is that hard.



The chassis, complete and ready for the track/road

Fire Me Up

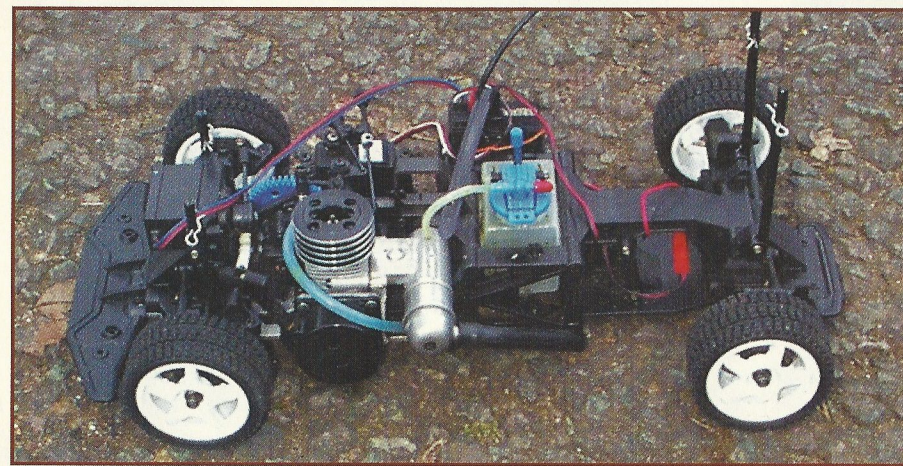
Now it was time to fire up the Kyosho. I began by setting to quite a rich mixture which I kept for the first two tanks. The car was very slow but didn't stall which I was impressed with. Once that is done start to lean out the engine and you get some impressive speed out of the car, I ended up with the carb setting at exactly 3 turns from fully in.

Now that the car was going fast it was time to play about. The advantage of the car coming with tyres that give virtually no grip is that on the road you can chuck the car into big slides, wheelspin like mad and discover that you should have glued the tyres on. At full speed the tyres balloon just enough to come off of the wheels. Both fronts flew off the car while it carried on down the road on its rims - amusing but not too good for the car.

The Bodyshell

Now that the kit is done, you need to make it look good. All you need to buy here is a can of white spray paint. Window masks are supplied and clearly define where they should be placed. Masking and Painting the shell should take about half an hour to complete, then the decals have to be applied.

There are two sticker sheets supplied with the



The front end of the chassis is metal, the rear is plastic

'The car is fast and very strong.'

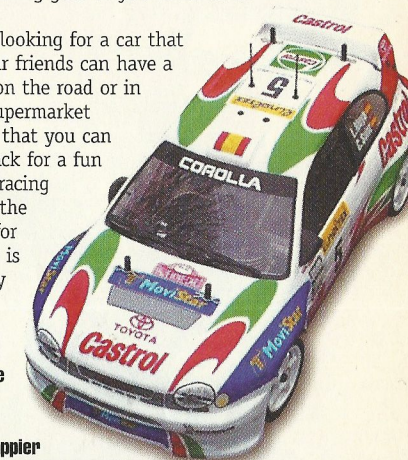
kit that amount to about 130 individual decals. It took me four hours to complete the Saints/Moya livery and I feel that I rushed it a bit. If you want a wrinkle free car then be prepared to spend another two hours on top of that, particularly on the back bumper which is very tricky.

Conclusions

The Corolla WRC is a good entry level and play about IC car. The car is fast and has predictable handling. There are many option parts available that will give increased handling and speed. I would recommend that when you buy this car, you also buy a set of ballraces for it to make the car faster and last longer.

The instructions are of the usual Kyosho high quality but do not show you how to build the car from scratch, so if you do rebuild it, remember where everything goes or you could be in trouble.

If you are looking for a car that you and your friends can have a laugh with on the road or in your local supermarket carpark and that you can take to a track for a fun weekend of racing then this is the type of car for you. The car is fast and very strong. **RRCI**



The more time you spend applying the decals, the happier you will be with the end result

Quick Spec

1:10th scale IC Mantis Front wheel drive chassis with independent suspension. Supplied with pull start .12 size ballraced engine. 90% pre-assembled. Needs 2-channel radio, 2 servos, fuel and glo-starter to operate.

Tester Kit

KO Precious Radio
KO KR-291F receiver
Irvine X3 servos
Model Technics Quickfire 16% fuel

Likes

Reliability of engine
Speed
Looks

Dislikes

Throttle linkage is a bit of a fiddle to put together
No dampers

