

'the body was unlikely to stay in one piece for the complete race series!'

PHIL BARNES

FORMULA TOP FUN

THE KYOSHO S40 2WD FF I/C

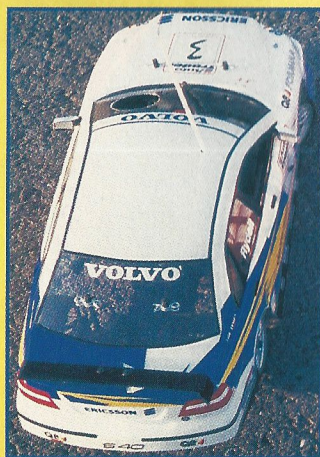
Approached a few months previous, your Ed' - PeterE had discussed my interest to write a review for Race Car International. It would involve building a car and then competing in the Kyosho Cup, providing a race by race article throughout the series to be published under the heading 'Novice Notes' which appeared in Race Car last year.

The offer seemed a golden opportunity to get an insight into competitive racing; my only experience with model cars was on a car park! Although somewhat apprehensive, with encouragement from Peter, and his guarantee to provide assistance, I took up the challenge.

The kit provided was a Kyosho mantis 2WD FF Volvo S40, and arrived in a box displaying the car in its full colours (the 1997 version, not the silver 1998 colours). The kit is supplied 90% pre built and includes the

ball-raced Kyosho GX-12 recoil start engine already installed.

The body shell is made of polycarbonate plastic and has a protective film



The Kyosho builds into a great looking car

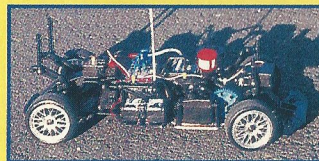
on the outside to protect against paint and possible scratches. Ample sponsor decals are also provided for those important final touches!

The Build

All of the parts came in clearly marked bags providing easy identification. The instruction manual was very precise, well laid out and easy to follow; the diagrams showing the actual size of screws and nuts to use.

As the car was already 90% pre-built, there was only a minimal amount of assembly required such as the steering, wheels and servos (this makes it an ideal kit for

up for the cup!



Chassis, like all Nitros, is rarely this clean

beginners). I completed the steering and fitted the servos the same evening, leaving the wheels for the next day.

The wheels and tyres were very basic in this kit, having no foam inserts (although they are available as an option). Even so I found this part particularly tricky, getting more glue on my hands and the kitchen table than around the rims. With everything now in place it was now time to turn to the body.

Bodyshell

The outline of the shell is clearly marked for cutting; it is worthwhile taking time to ensure any cuts made are smooth as rough edges do show on the end result. Several holes had to be drilled to accommodate the mirrors, windscreen wiper and rear spoiler as well as the body-mounts. Although these can be produced with an Awl I found it easier to use a small hand drill.

Window masks are provided and these were used to great effect (actually fitting the windows exactly) when I sprayed the shell.

Incidentally, I used Pactra white paint in an attempt to get the car resembling something like that shown on the box - rather than the '98 colours, silver! Once the paint had dried I was able to remove the clear protective film from the outside of the shell revealing an impressive surface on which to stick the transfers.

These proved very fiddly, but again patience was essential to obtain even a half-decent finish. Although somewhat rushed, I was very satisfied with the end result knowing too well that the body was unlikely to stay in one piece for the complete race series.

Run time

Now that the car was finished it was time to visit the local car park to prepare the car for the racing ahead. The pull start was very responsive, the engine running after only a few attempts. The responsiveness of the brake was disappointing, being I suggest the optional disc brake is essential for competitive racing.

Overall, I think (being a complete novice) this is a suitable kit for any eager beginner to the hobby. Although primarily it is a basic kit, there are many optional extras that can be purchased to upgrade it if necessary. Be careful though, as some parts can be quite expensive! I have ball-raced the car throughout (PeterE advised me that this was essential for racing!) and replaced simple 'hair grip spring' suspension with substantial oil filled sprung dampers. The Kyosho is recommended as a first race car, the Kyosho cup is recommended as a first race series. **RRCI**

Quick Spec

1:10th Nitro IC engined Touring Car. 2WD. To run the car you do need to purchase servos, (x2), receiver, transmitter (available as a package deal) and fuel and Glowstart.

Likes

Simple build
Quality
Good Looks

Dislikes

Limited brakes
Getting the body scratched racing!

