



Above, the very neat, powerful, easy to set up and run Enya .11 provides all the brute force you can handle.

We take a look at Kyosho's new 1/10 I.C. car, the Nitro Brute

Have you ever been enjoying yourself with your monster truck, ploughing through the dirt, crossing great ruts and climbing over obstacles that other cars wouldn't even look at, then just when you're really getting the feel of things the next thing that happens is your batteries go flat, so everything stops until you can recharge and be off again? Yes! Well now you can do something about it because Kyosho have released the Nitro Brute, a one tenth scale monster truck that is based on the very successful electric powered Big Brute as reviewed in R.R.C. issue 51. The Nitro Brute differs greatly in one or two major areas though. The first is the power plant which in this case is an Enya .11 glow engine (not supplied with the kit, but available from Ripmax stockists everywhere) that drives through a belt to a collosally strong gearbox, again a different set up to the Big Brute. Both front and rear suspen-

sion systems are very heavy duty upper and lower wishbones tied with threaded rod and nylon ball links. Ball joints themselves are the biggest that we have ever seen and are very solid indeed. The suspension is attached to a very strong monocoque frame which houses all the delicate or moving parts and keeps them well out of harms way.

Powerplant

As already mentioned, power and that is definitely the right word to use in comparison to a 540 electric motor, is supplied by a glow plug engine which in turn is bolted firmly to an aluminium motor mount. The mount acts as both a firm base and a first class heat sink. A centrifugal clutch is then employed to transmit the power to the gearbox, a lever system that engages the endbell is used to stop the Brute. To start the engine you will need a 1.5 to 2 volt battery, a glow plug lead and preferably an electric starter. Kyosho do provide a length

of cord to wrap around the endbell and heave upon, but an electric starter is much easier. Remember that like any motor you will need to run it in so run three or four tanksfull of fuel through the system at a slightly over rich needle setting before giving the Nitro Brute any heavy work to do. For those who have never used a glow engine before, full descriptions of starting and setting up procedures are given in the instruction manual, follow them to the letter and you won't go wrong.

Bodyshell

Our bodyshell was expertly sprayed by Paul Dudley of Puma using Pactra paints, however, by using a bright, single base colour and the very colourful decals supplied, a very professional finish can be obtained. It is also very important to fix all the items such as side steps etc., firmly onto the shell



NITRO BRUTE

Kyosho 1/10 Nitro Brute

using the grip washers provided, in order to ensure that the shell does not tear or rip should the Nitro Brute come to any harm.

Driving

In action the Nitro Brute is fast and furious and possesses all the power and more that you could possibly want. It copes even better with those obstacles than any electric monster vehicle can and is great fun in mud or slippery conditions. One problem that you will encounter is the rear shocks,

they are just too soft. The easy way around this is to fit a couple of the larger sized tie wraps around the shock body to force the springs down. Alternatively fit a replacement set of springs, this will stop any sagging tendencies and remove the constant positive camber that the rear wheels adopt. Remember that the tie rods at the rear are adjustable and by varying the amounts of toe in or out each wheel has, then you will find that grip improves or decreases, normally the more toe in on the rear the more

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grip you will find.

Having said that you will have hours of enjoyment from your Nitro Brute without the trouble of recharging batteries. You will have a car with more power than you can cope with, a model car that sounds like a real one and a car that will amaze your friends, neighbours and yourself.

Nitro Brute is available from your local Ripmax stockist.

Below left, oversize ball joints are used as standard to prevent any mishaps such as tie rods becoming dislodged. Right, rear lower wishbones are kept solidly in place using steel pins firmly anchored to the chassis.

