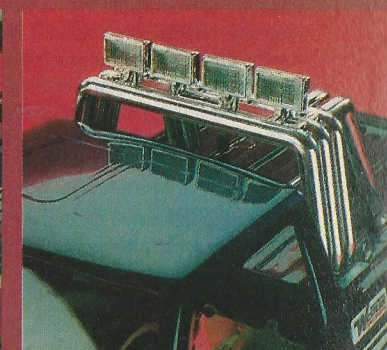
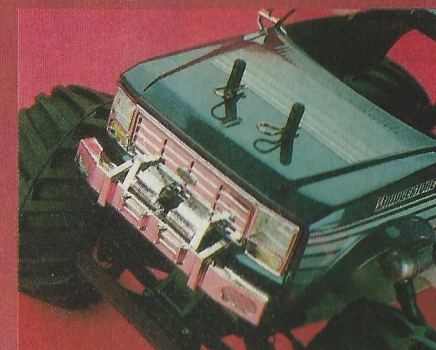


Kyosho have taken a tried and tested chassis and turned it into an outrageous monster truck – RCMC goes testing...

Several years ago, Kyosho launched a new radio control model car onto what was then, a fairly unsuspecting market. The kit proved to be an instant hit with the public and it can be justly stated that the car created a niche within the market which has been further exploited since by other manufacturers. The car in question was the RS200; an IC engine 1/10th scale 4WD model car. Since the RS200, Kyosho have produced various cars on that same theme which utilise many of the same parts, the latest of which is the NITRO THRASHER.

This kit is a little departure from the others in this range in that it has four, monstrous wheels and tyres and is topped with a truck style bodyshell. The mechanics are, however, pure RS200. Many of these components did actually start life on an electric powered range of cars; THE OPTIMA/MID OPTIMA RANGE and, at the time, these were considered

quite 'state of the art' components as the MID OPTIMA had found reasonable success at all levels of competition.



NITRO
THRASHER

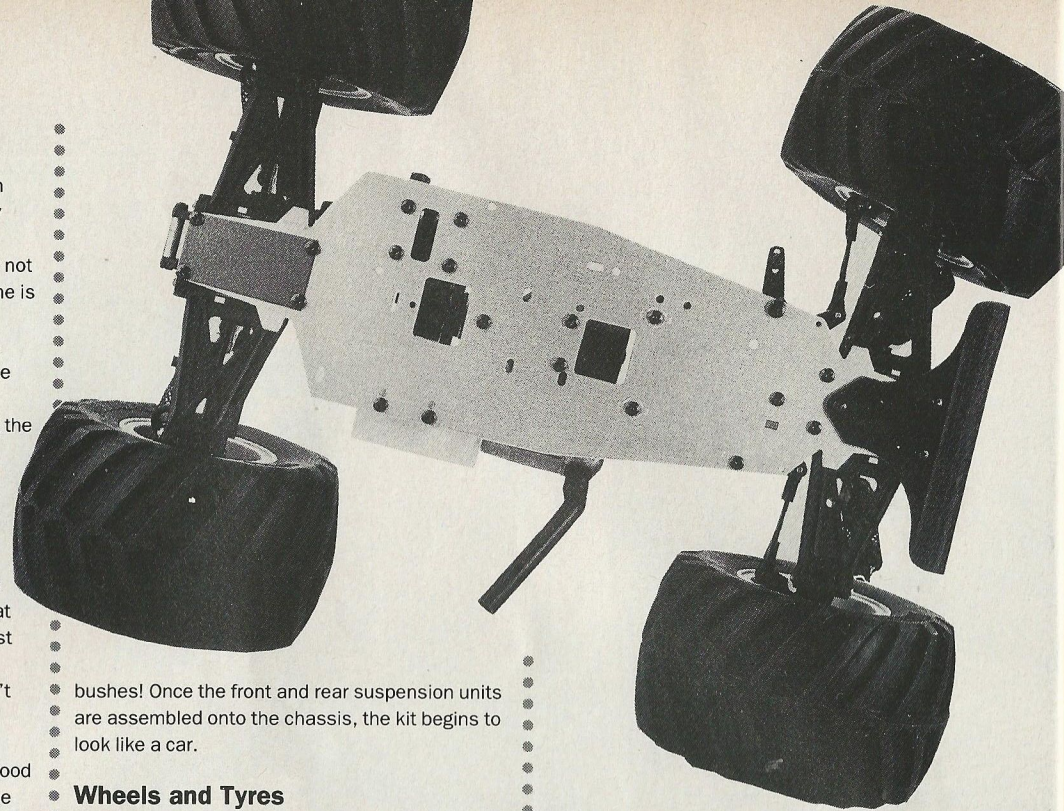
Opening The Box...

One of the first things that strikes you when you open the box is that most of the assembly has already been done for you. In fact, its probably not much more than a third (certainly not more than fifty percent!). All that has been done is that the engine and gearboxes have been assembled and mounted to the chassis plate. This leaves you with the task of assembling the front and rear suspension units, installing the radio equipment, and cutting out and finishing the bodyshell.

First up is the assembly of the front suspension which primarily consists of a wishbone coupled with an adjustable top link. This provides the car with adjustable camber which is a feature found on all the competition based kits. One word of caution however is that the top links have to be made up and care must be taken in order to make the length of these links both the same as otherwise, the car won't perform as it should. The drive axles are supported by two plain bushes at each wheel. These are metal bushes which, whilst not as good as ball races, are much more preferable than the plastic bushes found in many kits. Grease is supplied and should be used liberally on these bushes.

The shock absorbers are very neat. They are moulded from black plastic and have the seals already fitted in them. All that is required to do is to install the piston, fill them up with oil, and put the diaphragm and the top in place. They are very smooth in action, thanks mainly to the diaphragm, and the spring collars are quite novel. The spring collar provides the location for the top of the spring and normally, the spring tension is altered by clipping small moulded spacers on top of the spring, thereby compressing it further. In this case however, the spring collar has a series of grooves moulded on it which locate onto four pegs on the damper body. These grooves are at different heights on the collar and, simply by rotating the collar, a different spring tension can be achieved.

The rear suspension goes together in much the same way as the front with the exception of the steering linkages. Once again, metal bushes are used on the wheel axles so remember to not use all the grease up on the front



bushes! Once the front and rear suspension units are assembled onto the chassis, the kit begins to look like a car.

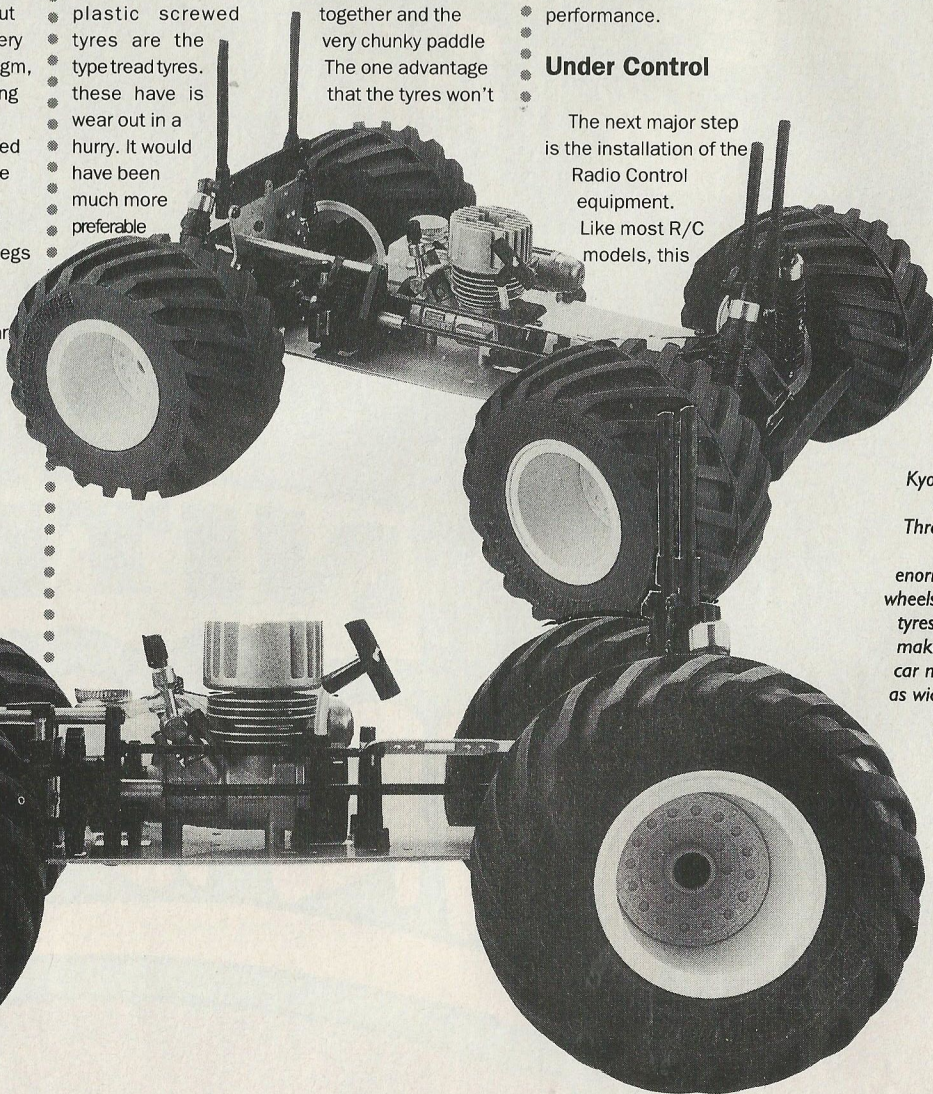
Wheels and Tyres

I must admit that I was both surprised and disappointed to find that the wheels and tyres fitted to the Nitro Thrasher were the original ones fitted to the Big Brute many years ago. The wheels are very heavy and are made from 2 pieces of plastic screwed together and the very chunky paddle type tread tyres. The one advantage these have is wear out in a hurry. It would have been much more preferable

to see the "OUTLAW" style of one piece wheel adopted with a pin spike type of tread on the tyres. For a corporation as vast as Kyosho, you can go even further and suggest that a narrower one piece wheel and tyre on the front would have both looked better and enhanced the car's overall performance.

Under Control

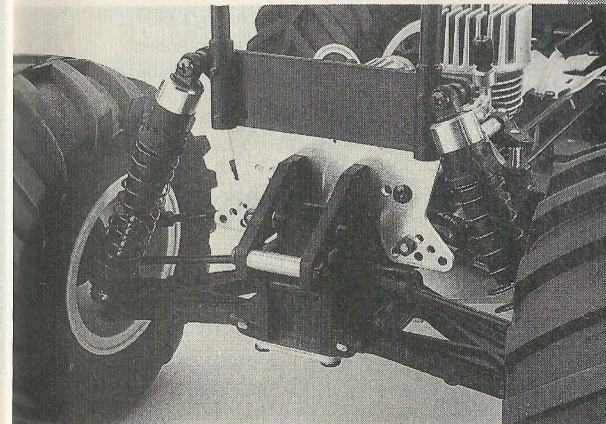
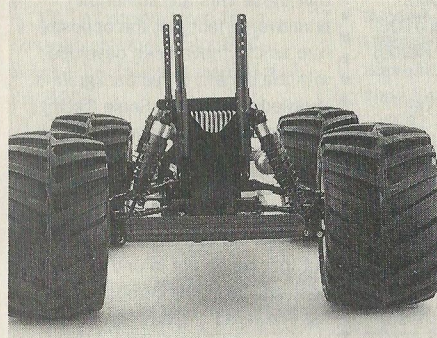
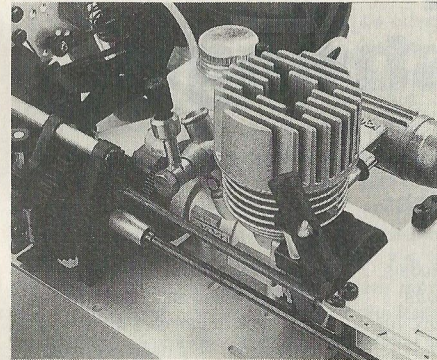
The next major step is the installation of the Radio Control equipment. Like most R/C models, this



Kyosho's Nitro Thrasher has enormous wheels and tyres that make the car nearly as wide as long!



Kyosho have used their excellent plastic dampers that are oil filled and use diaphragms. Below; Kyosho engine complete with pull start system.



Rear end of the Thrasher has an alloy suspension mount with various camber change settings.

has to be purchased separately (unless brought as a 'deal') and virtually any two channel set will suffice. Care should be taken when setting the throttle and brake linkages up as these are vital to the performance of the car. One small point to remember (especially for existing electric model car owners) is that, unlike electric cars, the R/C equipment in an IC engine car cannot be run from the main power source and must have its own battery pack. This is normally a four cell battery box which comes with the radio equipment.

Once all the radio control equipment is installed and the wheels and tyres are put on, all that remains is to cut out and finish the bodyshell.

The bodyshell is made from the familiar polycarbonate material which is extremely resilient and durable. Bolt on accessories such as chrome plated bumpers, door mirrors and a roll-over bar can be added for extra realism and to enhance the looks.

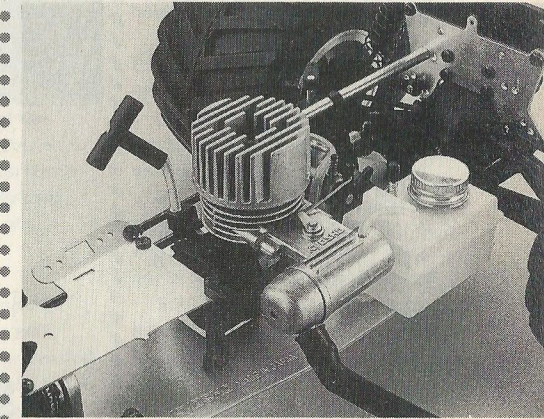
Once the bodyshell is cut out (using either a knife or a pair of scissors), it can be painted FROM THE INSIDE. This does entail masking out the window area and a good quality, low tack masking tape should be used. Before this is attempted however, the bodyshell should be cleaned in order to remove any deposits of dirt or grease which are left behind by handling the plastic. If this isn't done, the paint doesn't adhere very well to the greasy plastic and the nett result is that the bodyshell doesn't look very smart.

Once painted (and dried) the decals can be applied as required but BEFORE this is attempted, there is a protective plastic film on the outside of the bodyshell which must be removed. This is there in order to protect the shell from any overspray caused when spraying the body and normally, it has a warning sticker on it telling you to remove after painting. Unfortunately, ours didn't have and hopefully, this proves to be a one off case.

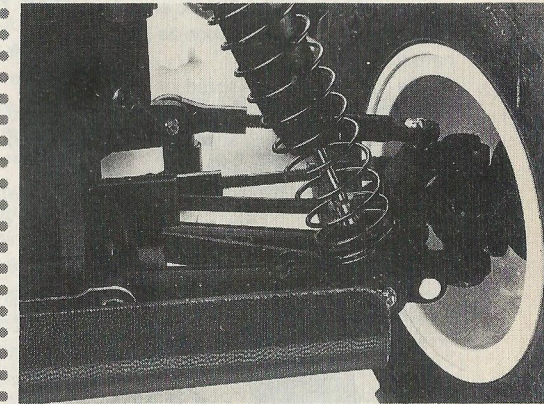
Nitro Fuel

Many people still insist on referring to these type of engine powered cars as petrol engines. This is NOT the case and, under no circumstances should petrol be used in them. The engines

themselves are in fact GLOW ENGINES and are powered by a fuel which is a mixture of several constituents, the important one being nitro-methanol. This type of fuel is available from your local model shop who should be able to advise you as to what is the best fuel. As a rule, we've always found that the RS200 cars with similar sized engines have always run best on between 10 and 16 percent nitro mix fuel. The engine in the Nitro Thrasher is one of the new 'Kyosho' engines which are more powerful than the original O.S. 10 engines fitted to the RS200's. The pull start continues to be utilized as it eliminates the need for expensive starting equipment which can increase the initial purchase price.



Alloy chassis acts as a sturdy base for the car and as a heat dispenser for the engine.



Conclusions

The Nitro Thrasher could begin a new trend in 4WD Monster Vehicles in much the same way as the RS200 did several years ago. Unfortunately, there are some minor points in the kit which are not very well thought out. The main point is that the front bumper doesn't protrude as far as the front tyres do, therefore making it very ineffective, and also, the bumper hits on the tyres on full steering lock which really it needn't do.

It's a shame that such minor points such as the bumper and wheel and tyre choice should mar this otherwise excellent kit which could prove to be a good seller. There are many advantages with utilising the same components on many different kits to both manufacturer and purchaser; To the manufacturer, production costs are reduced along with inventory and machinery and to the purchaser, there is an existing spares base and all of the components have been well proven over several years of use in other models.

At the end of the day, there isn't a kit on the market which totally caters for everybody's tastes and needs and, as the old saying goes, 'You can't please everybody all of the time'. The Nitro Thrasher has far more good points about it than the few minor gripes we've highlighted and, if anybody is looking for a nitro powered, 4WD monster vehicle, this kit is definitely worth a second look.

As with all the Kyosho range of model cars, the Nitro Thrasher is imported by Ripmax Models and is available from all Ripmax Stockists.