

Over the past few years, entry level model car kits have been slowly moving 'upmarket' and utilising more and more features that were once, traditionally found only on competition model kits. Features such as oil filled dampers and even differentials were only traditionally found on competition biased kits whereas today, ever entry level kit has a differential and most have oil filled shocks plus a lot more. Ultimately, it is you, the buggy buying public, that benefits and, to coin a well used phrase, 'You have never had it so good!'

**Enter the latest**

The latest competitor into the arena is from Kyosho who are past masters at this end of the marketplace. The OUTRAGE effectively replaces the RAIDER as the entry level kit and, as is the norm, it has a higher specification than it's predecessor.

This area of the market is the most hotly contested by countless manufacturers and very often, it is the experience and preferences of the model shop retailer which can be



OUTRAGEOUS

Outrage is the name of the latest kit from the Kyosho designers and Beginners is where it is aimed





the deciding factor when choosing between two seemingly identical models. In an attempt to make their kits stand out from the crowd, for the past few years, Kyosho have adopted a policy to sell kits in an 'Almost Ready to Run' form – hence the ARR in the kit name. Basically ARR means that most of the assembly has been completed at the factory for you. All that usually remains is to cut out the body shell (which is often pre painted), bolt the wheels on, install the radio equipment and charge the battery.

Of course, there are those of you that will cry out and say that this takes most of the fun out of it but, in my experiences as a retailer, virtually 25 percent of potential customers actually wanted their kits built, especially if they didn't have the time. What Kyosho have effectively achieved is to create a niche within a competitive marketplace because many manufacturers in the entry level sector do not offer this ARR type of kit – especially Tamiya who are arguably their main competitor.

### Under the shell

The Outrage is a two wheel drive, off road model car with a dune buggy type polycarbonate body shell. In fact, it is mechanically identical to the Golf VR6 kit which we reviewed last month.

If parts of the kit look familiar to you then it is because the wishbones

and transmission have been 'borrowed' from the Ultima which used to be Kyosho's competition two wheel drive kit. Whilst this does mean that the essence of the Outrage isn't new or particularly 'state of the art', what it does mean is that the basis of the kit has been well proven and tested over time. A spin off of this is that the kit already has a fairly extensive spares base which is readily available from any Kyosho stockists. As stated earlier, the kit is 2WD and power from the 540 stock motor is transferred to the rear wheels via the 'Ultima' sourced geared gear box. The wheels themselves are moulded in a loud neon pink colour and are NOT single piece rims. Although multi or split rims normally enable the tyres to remain in place without the use of superglue, you still have to glue the front tyres to stop them from rolling off of the rims during cornering. The tyres themselves are ribbed on the fronts with a block stud pattern fitted to the rear which will probably wear out if used a lot on concrete or tarmac. However, any standard Kyosho wheel will fit which will enable the owner to purchase virtually any type of tyre dependant on what surface the car is used on.

### Steering set-up

Steering is controlled via a double bellcrank system that also acts as a servo saver –

essential for this type of kit. Once again, all of the track rod links are moulded and do not accommodate any form of adjustment except for the link to the servo which needs to adjust for the different sizes of servo available. On the subject of radio control equipment, the car is designed to be

The suspension is controlled by wishbones (again sourced from the Ultima) with moulded top links that are not adjustable. The shock absorbers are plastic bodied, oil filled items that require assembling. All four are the same length (medium-short) and the only difference between the fronts and rears are the springs – soft black springs for the fronts and stiffer gold springs for the rears. The oil for the dampers is included in the kit but I felt that the combination of springing/damping was not perfect for the car resulting in a very bouncy style of movement.

The chassis is a plastic injection moulding with a top brace to stiffen it up. The mechanical speed controller is situated on this top plate and, once again, the excellent Kyosho rotary controller is included which should operate virtually maintenance free for a long time.

used with any two channel set comprising of two servos, a BEC receiver and the transmitter. There is no need to use separate AA size batteries for the receiver and servos as long as you use a BEC style receiver. BEC stands for Battery Eliminator Circuit and essentially, the receiver can handle the voltage from the Nicad battery and step it down to the voltage required for the servos. All mainstream R/C sets come with BEC style receivers so it shouldn't be a problem unless you are using an older set that is maybe 7 or 8 years old or more. Please remember that, in this country, radio control cars can only LEGALLY operate on either 27 MHz or 40 MHz so don't be tempted to put your friend's 35 MHz aeroplane radio gear into a car.

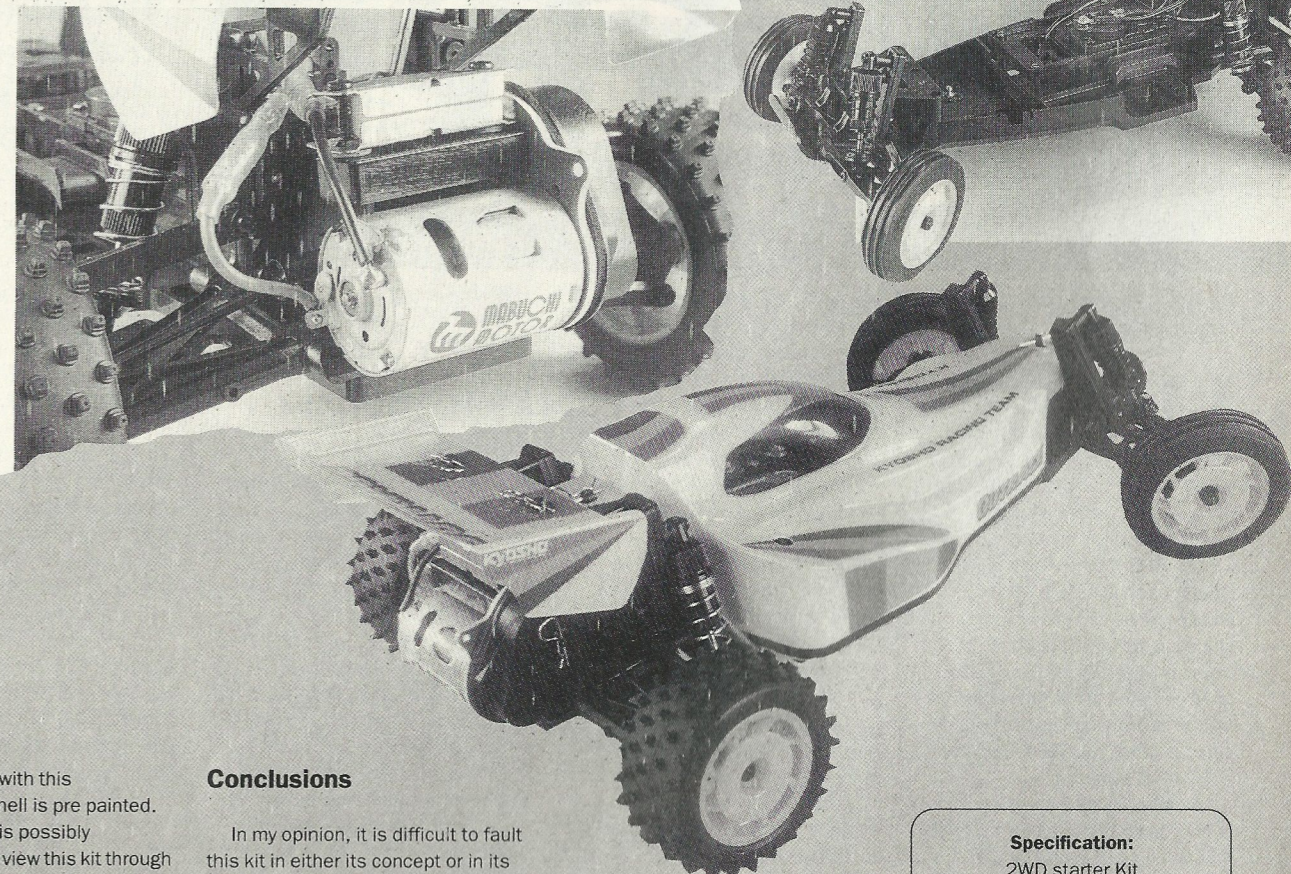
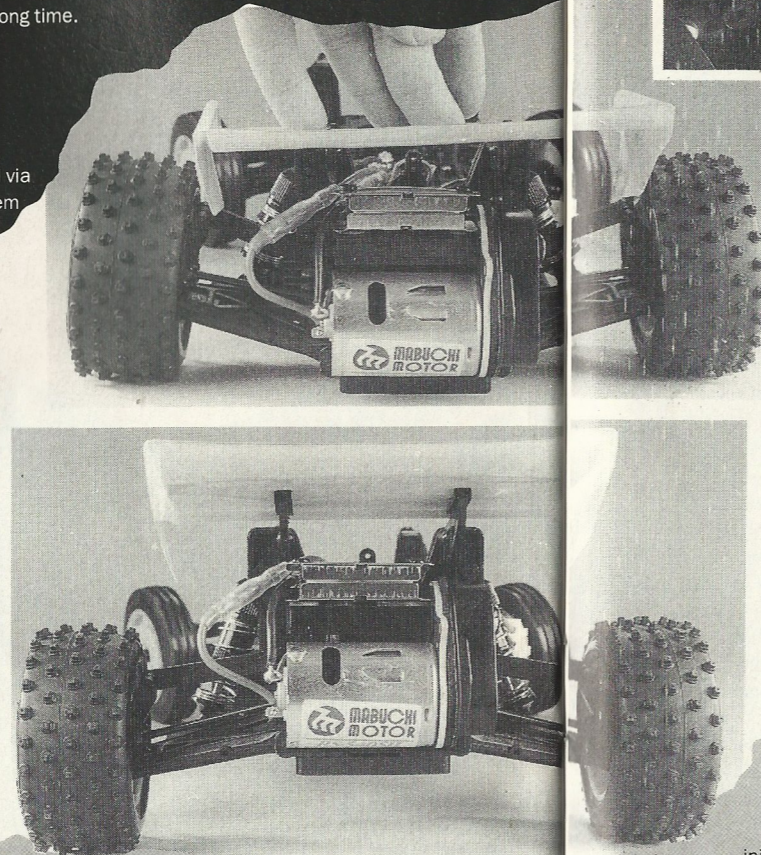
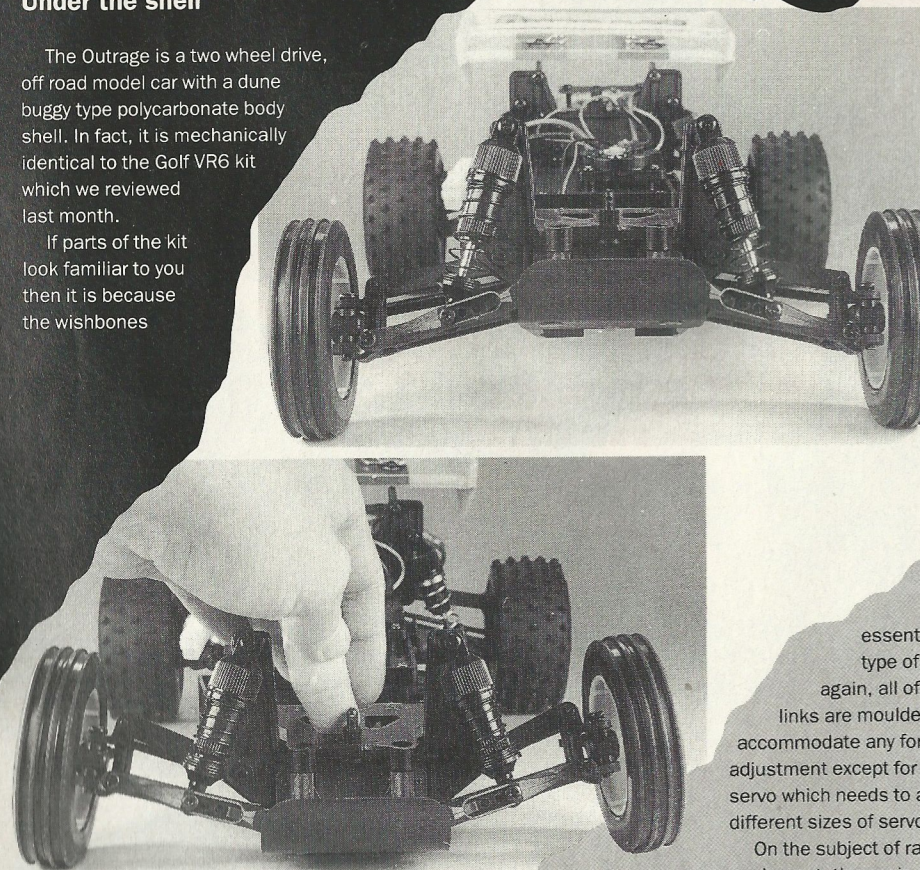
Initially, all that is required to finish the partial assembly is to fit

the wing mount, assemble the four oil filled shocks, fit the radio equipment, bolt on the wheels and tyres and cut out the pre-painted shell. However, a full instruction booklet is provided that should be kept as a reference in case you need to disassemble part or all of the car for repair or maintenance.

### Body matters

When finishing the bodyshell, please take care to note that the body and the wing are both covered in a protective clear film that should be removed BEFORE putting any decals on. That film is present in order to prevent any over spray reaching the outside of the body when painting it from the inside – not something that you have to deal with

Tough plastic moulded chassis has been designed to last...and to look after the internals from the inevitable crashes the car will have to take. Three step speed controller is the tough Kyosho unit. Oil filled dampers help keep the wheels in contact with the ground as the powerful 540 motor tries to do the opposite!



initially with this kit as the shell is pre painted. Once finished, it is possibly recommended to view this kit through sunglasses and when wearing ear muffs as it is VERY LOUD. The bright yellow paint scheme, along with the neon pink wheels and pink, blue and green decals really make a bold statement. This kit is not for people who suffer regularly from hangovers or the like.

### Conclusions

In my opinion, it is difficult to fault this kit in either its concept or in its execution. There is nothing startling about the kit in any way but, at this entry level, the main criteria must be that the kit is robust, easy to assemble and has an extensive spares backup that is readily available. On these points, the kit scores very highly – just like many of

its counterparts. What really sets it apart from the crowd is the fact that it is partially assembled. If the success of the Raider ARR is anything to go by, then the Outrage ARR should only continue to build on the success of its predecessor.

**Specification:**  
2WD starter Kit  
**Car:** Kyosho Rampage  
**Needed to complete:** RC Gear, Battery and charger  
**Price:** approximately £79.95 (kit) or £140.00 (deal)  
**Availability:** Any Kyosho/Ripmax stockists.