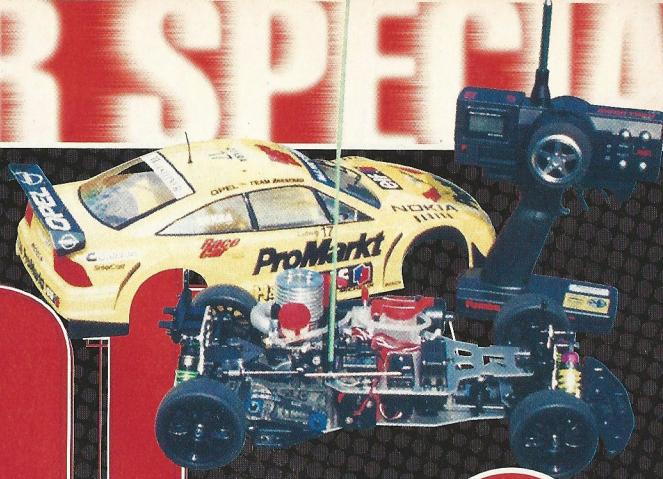
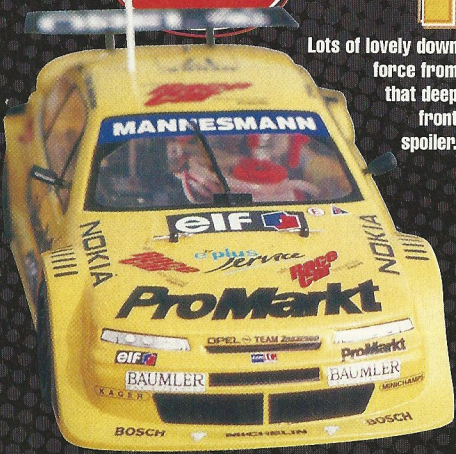


Jonathan & Peter Emery

great cars great racing



The testers kit.



Lots of lovely down force from that deep front spoiler.

Kyosho Pure 10 - GP Spider - Calibra V6 Special Edition

Great subject for a model - the fast banana!

"Yellow peril", the Harrods McLaren so much I decided that the only way to reclaim my toy was to get him one of his own - and make him build it!

So how did Boy Wonder get on?

When dad said I was getting a Kyosho naturally I was pretty happy, but then he told me the snag, the snag was this..... I had to build it, and then I had to write about it.

Is this a car meant for fun running or serious racing???

This kit contains the engine (glow plug with a recoil starter), chassis, the Lexan body, a very nice sticker sheet, and some rather groovy BBS style, spoked black wheels.

To run this wonderful beast you will need a: 2 channel radio - 27 or 40 MEG, two servos, a receiver, a battery pack, a glow plug starter, an on-off switch, Nitro fuel and once you have had the car and run it quite a bit you will probably need a new glow plug.

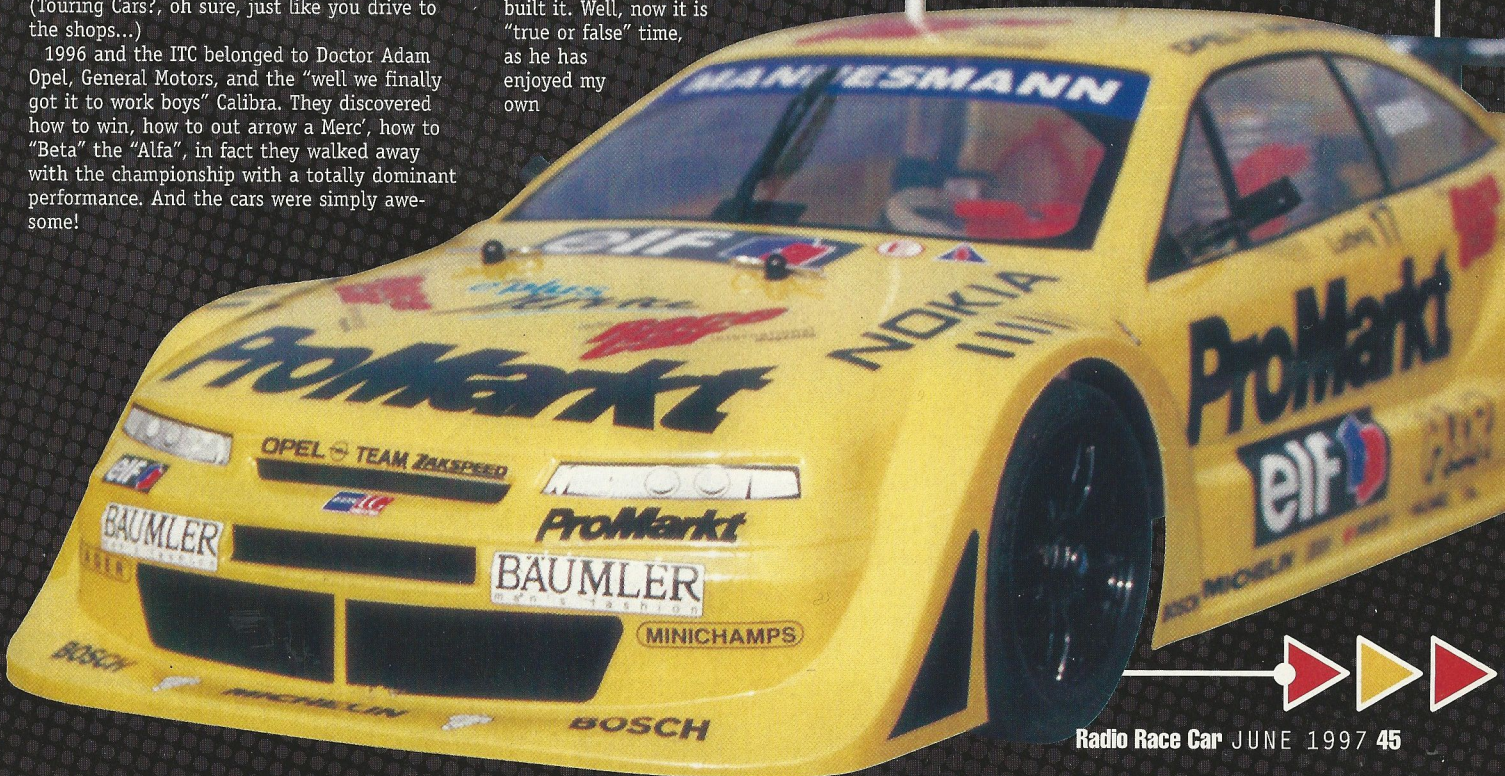
The ITC, great cars, great racing.

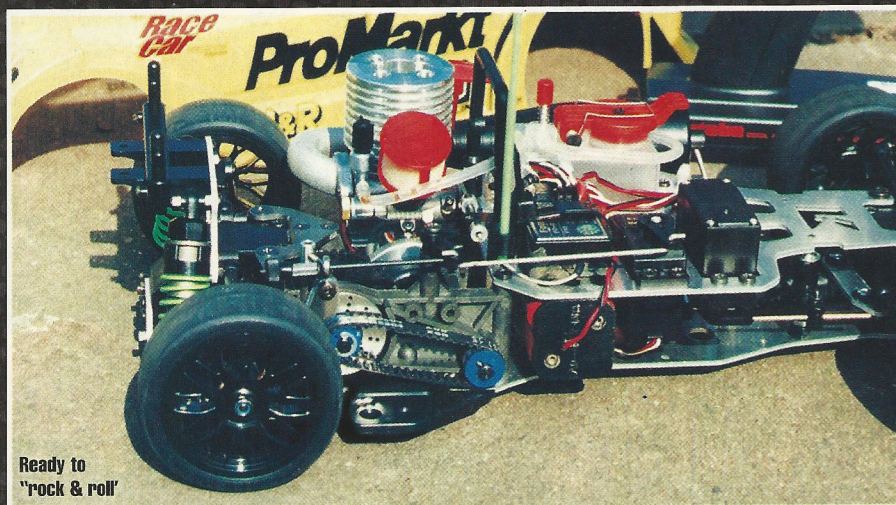
1996 marked the very last year of the DTM/ITC championships - Boo Hoo SOB! The race series that featured the most wonderful of all Touring Cars, the "all singing, all dancing, with 4wd, ABS, Carbon fibre, traction control, you name it , they had it, 450 BHP supercars". (Touring Cars?, oh sure, just like you drive to the shops...)

1996 and the ITC belonged to Doctor Adam Opel, General Motors, and the "well we finally got it to work boys" Calibra. They discovered how to win, how to out arrow a Merc', how to "Beta" the "Alfa", in fact they walked away with the championship with a totally dominant performance. And the cars were simply awesome!

Kyosho have now released a special edition version of their Pure 10 GP Spider series with the '96 bodied, Yellow Pro Markt sponsored Calibra of Ludwig as the subject. What is special about the special edition? Well this one comes with that single most valuable "hop up" already included in the price, a full ball race set making this model particularly good value.

Back in the January '97 issue RRC brought you the review of my Kyosho Pure 10 GP McLaren F1 GTR and at the time I suggested that the car was so simple my 10 year old son could have built it. Well, now it is "true or false" time, as he has enjoyed my own





Ready to 'rock & roll'

Building the Fast Banana

The general layout of the instructions is superb, and as the bags full of parts are all numbered the instructions are extremely easy to follow.

The differentials need lots of grease when you are putting them together. The only other thing was that I could not tighten up the screws enough! I'm not strong, enough yet! When you are fitting the drive belts it is easy to see whether you've got it right or not because there is a small hole in the diff casing, if the belt falls off as you are assembling it you just put a screwdriver through and move it back on. Easy hey?

When fitting the brake disk to the centre mount don't over tighten the screws on the callipers that way the brake pads can smoothly hit the brakes and take them back off again.

On the suspension you have got to line up every thing that says left and screw that to the other part that says left and then the same for the right. You also have to put both sides the same way up, I tell you this because I built one half of the suspension and then had to do it again because I had put it on the wrong way up. The shockers are.... well if you have read dad's McLaren review you can guess what I'm going to say so I won't bother saying anything else! We fitted the "hop-up" touring car shockers at the front, slightly differently then as planned, you see the better shockers are fatter than the original ones so you need to fit part 73 without the washer, this is to space the shocker away from the shocker arms. At the back use the standard mounting but with the washer and just forget part 73 to fit the ultimate shockers.

Bodyshell, Banana skin?

The bodyshell is beautiful in it's bright yellow livery. The mirrors should be painted blue or

The alloy shocks fitted front and rear, Touring front, Ultimate rear.



Metal disc brake fitted to the centre mount.

use the stickers supplied for the correct colours and the back wing should be black, the window decals may not fit properly (well they didn't on mine anyway) if this is the case mask off the windows and very carefully paint the window surrounds.

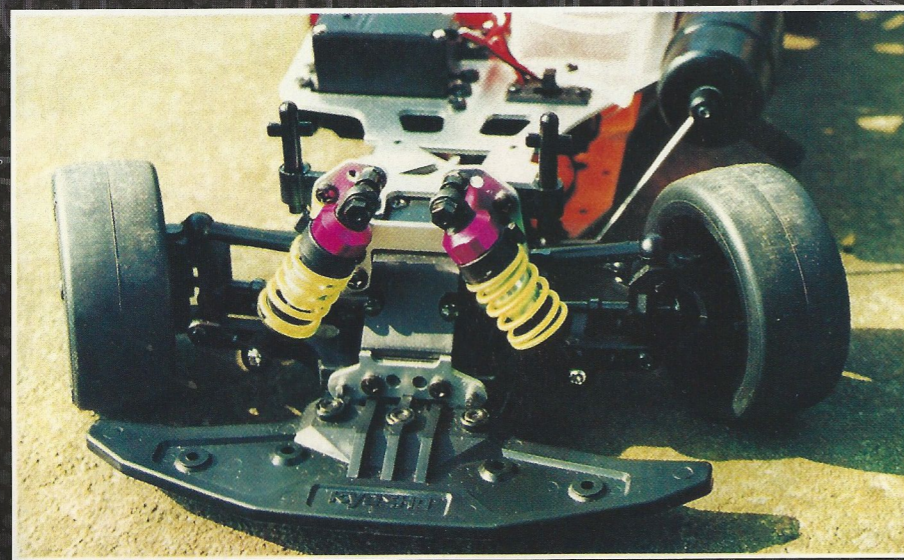
So you know my dad found this kit fairly simple? Well how did I do??

The diff was easy (except that I can't tighten the screws enough). The engine and top plate were easily installed, and the servos were dead simple to fit on the kit.

The centre mount which holds the disk brake was quite hard to fit. The E-clips were a bit fiddly but other than that it was fairly simple. The two speed gear-box is a real fiddle to get locked in but in the end after much pinging of pins and set screws I managed it.



Jono E, Junior reviewer.



Fitting the suspension arms to the plastic hubs needed a bit of attention but when it came to fitting the arms to the chassis it was a bit harder. This was because to fit them a shaft had to go through the front of the diff and the end of the suspension arms, it took a bit of lining up and a bit of brute strength - Thanks Dad!

This kit needed a fair amount of concentration and some helpful advice (my source was dad). Overall the kit wasn't as simple as I expected though the quality of the instructions was a nice surprise.

The car is very complete. Maintenance and the day to day adjustments is simple. The car is easy to start, once it is running I reckoned that it was easy to drive and easy to stop!

The standard spring/shockers are not very good, if you don't believe me try compressing one between your fingers! The gears collect stones easily and the carburettor is very sensitive to adjustments, adjust the carb' an incy bit the wrong way and your car may not start!

Back now to the Team Crew chief!

The plan with the boy's Calibra, and with my McLaren, is to enter a few races this summer. We hope to take part in the odd RRCI/BRCA "Sportsmans" class event and hopefully a couple of Kyosho World Cup rounds.

If you are only intending to take part in the RRCI/BRCA Sportsmans class then non-Kyosho shocks, wheels, tyres, bodyshell are OK, indeed my McLaren is currently running with HPI shockers and bodyshell. As the Kyosho race series only allows Kyosho parts we have also invested in some of the many Kyosho upgrades available. You could spend a small fortune on the Kyosho upgrades but although some of them are well worth the wedge, others are more show than go...



So what have we fitted to the Calibra and why?

Ball Race set

The complete ball race kit is a must for racing and a GOOD IDEA for sport use as well. The Calibra "Special Edition" includes the Ball Race set making it excellent value, if you are buying one of the other Kyosho GP's consider this a starting point for the shopping list

Up-rated dampers

Yes, well, every review of the Kyosho GP 10 (including my own and this one) has had a bleat about the standard shocks. If all that you want to do is blast about the car park then maybe they are OK but for racing they are NOGO. We went a bit mad and installed the "Ultimate" shockers on the rear and "Touring" shockers at the front and used the Road spring set to select the springs. OK so now give me 10 solid days of track testing and I might be able to recommend which shock oil, piston and spring to use at each end! What I do know is that the car now rides better, puts the power down better, and it handles better.

Up-rated disk brake

Well, if you make it go you had better make it stop. The standard brake is OK for a standard spec' car for sport use, no better than that. The new brake is a stainless steel, ventilated item with Ferodo pads. It gives more stopping power and a more progressive brake. A good value replacement for the standard plastic item.

Two Speed Gearbox

Really a "must have" for competition. With the Kyosho 2 speed you can adjust the change-up point to suit the track by a simple Allen key adjustment. Gives your car more speed BUT it's worth it for us Nitro Heads just to enjoy the racket of the thing peaking out and then whanging up a gear! Please somebody build me a 6 speed...

Tuned Pipe set

Even if it did not look better, even if it did not sound about 300% better, you should fit this as it releases a bit more power and helps the engine breathe a bit more freely.

Aluminium Centre Mount

I have it on good advice that you can fit the upgraded brake without this but you ought to fit this if possible. A shame that this component is very expensive for an ounce of alloy.

On the family McLaren we have also fitted:

Front "A" Arms

I reckoned that the way I go curb bashing this was a cheap(ish) way of beefing up the front end! I also get to adjust the front end camber, toe-in etc. this way.

Anti-roll/Stabiliser bars

These help to tie down the suspension and reduce body roll but remember you never ever get anything for free and Anti-roll bars are basically un-damped lateral springs.

Now back to the boy wonder again

Once I had built it was a case of, "Please dad can we go out and play with it? every time the

fatal "no" came! "First", he said, "we have to 'break in' the engine". So the first time the Banana let rip was in our garage. No we did not race it around the garage we just revved it up, it worked (to my amazement) first time. The next time was on a completed, but not yet opened new road (nice and smooth) the only problem was that I had changed the wheels for a set of dad's and I had left out two of the hex drives Ha!Ha!Ha!, so no drive to the wheels and me no drive!

Go faster fast Banana

When we finally got round to testing the car we used: a Futaba Mega Tech T3PDF radio and Futaba S3003 servos.

The Mega Tech radio is a steering wheel radio with digital trims (it say's here!). I prefer the "sticks" version because my hands are too small to put the brakes on properly with this radio but dad seemed to like it.. The testing went on with my lovely new Calibra shell but with dad's rather "tired" (but still very nice) HPI Viper shell. The fuel was Penn Models 25% Nitro Red Special, the tyres we used were well used Koyosho on five spoke wheels, the glow plug was the one supplied with the kit.

At last we got up to Ashby and had a long session, the car started straight away but after three cautious laps the brakes failed. This happened because I had not tightened the set screws on the throttle linkages enough. The two speed gear box gives a rather 'tasty' noise. You can adjust it to change up early for a race track with lot's of 'micky mouse' bits in it and make it change up late for wide open circuits. The tuned exhaust gives a higher top speed and again a helps it make a 'tastier' noise. We bent the rod joining the exhaust onto the chassis to move the pipe slightly, because if you don't your likely to blow a hole in your body shell!

After I got it going a bit but I found it spun under braking, I finally found the reason when the wheel came off! (another thing to tighten up). Once this was fixed it worked fine right up until the end, when the car had ran out fuel we found the car had a lovely big bend down the middle of the chassis. This means that I will be stripping the whole car and cleaning every bit, then Dad will have to hammer it straight with a mallet! After running my dad's car and my car Chris, (Mr.RRCI himself) said that he preferred my dad's 'Big Mac', this was probably because I haven't got the front 'A' arms fitted. Mind you that was what Chris thought of it..... I could not tell the difference. Just a thought when first running this car if you have not used threadlock it might be worth bring the car in after a little bit of running to do a "spanner" check.

Final thoughts

Yes, a 10 year old can build one of these, no they should not be allowed to. As well as the need for some extra "muscle" here and there you have to think of the safety angle. The completed car, particularly with the extra

bits we have fitted, is capable of attaining a fair speed and you do not want it to start shedding bits! Let the proud new owner build it - but only under supervision, that way dad (or mum!) might get a go with the new toy as well. Be happy RRCI

Quick Spec

4WD. Twin Belt Drive. Fully Ballraced. Twin Gear Diffs. Dog Bone Drive Shafts. Pressed Alloy Chassis & Radio Plate. Kyosho GS 11X Engine. Integral Pull Start. Centrifugal Clutch. Plastic Disc Brake. Independent Suspension. Top Link & Bottom Wishbone. Front & Rear. Coil-over Friction Dampers. 5 Spoke Wheels. Slick Tyres.

Testers Kit

Transmitter	Futaba Mega Tech Racer
Servos	Futaba 3001
Receiver	Futaba 40 Mhz Mini
Fuel	Penn Models 25% Nitro Red Special
Glow Plug	Model Technics F4
Tyres	Kit
Bodyshell	Kit Calibra H.P.I. Viper GTS

Options Fitted

1. Oil Filled Coil Over Shock Absorbers Front & Rear
2. Two-Speed Gearbox.
3. Tuned Pipe.
4. Metal Brake Kit.

Pros

Kit fit and finish - it goes together extremely well
Excellent clear instructions
Nicely detailed shell and sticker set
Very forgiving handling
Very long list of optional performance parts

Cons

Shiny alloy chassis plates
Shockers
Lack of fuel filter
Carb very sensitive to adjustments

The wing must be black.

