

Kyosho Pure Ten GP Spider McLaren F1 review

Three Quarter
(Million Dollar)
Big Mac

By Peter Emery

To Be The Best

When the mighty McLaren Formula 1 constructors launched their entry into the Supercar club the motoring journalists ran out of superlatives. The McLaren F1 was designed by Gordon Murray, ex-Formula 1 designer, to be the fastest, purest driver's car available. Here was a road car that had been built literally without compromise. To give some examples, no existing engine was available which met Gordon Murray's specification so Gordon had BMW design a V12, 6 litre power plant, just for the F1, this engine is fitted to no other car. The best heat insulator for the rear bulkhead was gold, so the rear bulkhead on every F1 is covered in gold foil. The weight was critical in the F1 so the CD (Not the Editor) and hi-fi system were designed especially for this, and only this car by Kenwood. And so it goes on, this is no ordinary supercar. Oh and in answer to the "how fast does she go mister?" try 231 MPH and 0-60 mph in around 3.2 seconds.....



And then it became a racer

And then along came the BPR organisation who were creating a serious GT championship firstly in Europe for 1995 and then in 1996 as a World-wide series, and the question was asked - could the ultimate road car cut it as a racer?..... Well is sugar sweet? So the F1 GTR, GT Racer variant, was born. I will remember for the rest of my natural born days the noise made by five racing GTR's, in a nose to tail bunch, changing down for the Adelaide hairpin at the 1995 BPR round at Donnington before unleashing 60 cylinders, 240 valves and around 3,600 BHP and blasting back up the hill behind the paddock, Eric "God" Clapton couldn't make better music if he tried! Oh and as if just to prove it was world class the Big Mac won at LeMans the very first time it appeared there, a feat only previously achieved by a certain Enzo Ferrari and his delicious little 166MM Barchetta in 1949.....

Is it Christmas?

So by now you have probably guessed that I have lusted after one of these, preferably a yellow "Harrods" McLaren F1 GTR racer, but so far the lottery has ignored my plea for a couple of million, that's around £750,000 for a fully optioned racer plus £50,000 for the spares deposit and a bit put by for running costs!! So this kit was the answer to a prayer.

This Big Mac as the Kyosho will be known as for the rest of this article is a Kyosho Pure 10,

GP Spider 4WD, McLaren F1 GTR..... Wow, is that a snappy name or what? The car is a 1/10th scale replica designed as a fun car and for competition in the Kyosho Cup race series. The power unit is the GS11X pull start glow engine of .11ccs (2 cc) capacity and the chassis is a twin deck design with fully independent suspension all round and a belt driven four wheel drive system. A fairly rudimentary looking disk brake is also fitted. All in all a car well suited to the fun/race role for newcomers to I/C R/C so step forward one complete novice: moi!

When the hairy one, CD the Ed, passed me the box I really did think that Christmas had come early, the clear Lexan shell was gorgeous and the sticker sheet promised a very faithful replica of the "Harrods" Big Mac driven by Wallace and Grouillard in the BPR GT series. But I do intend to make a change straight away, sorry I just can't resist it I will be putting a new sticker on the Mac's window to show that "my" car is being driven by Wallace and Cronmet!

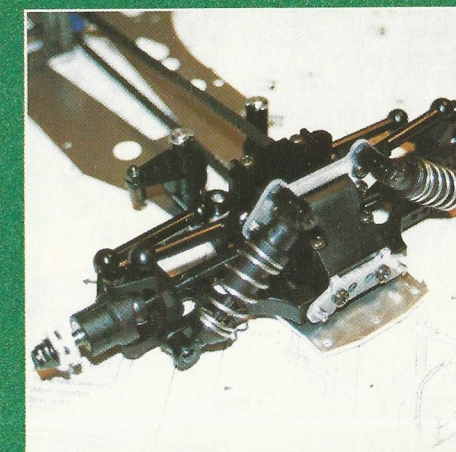
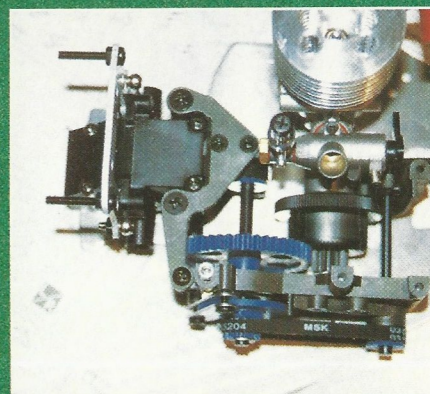
The big build up I had a quick browse through the instruction manual and then sorted out my work bench with files, emery paper, various tools, grease etc. etc. I can't think why as I have not needed anything other than the multi wrench (supplied), Allen keys (supplied), grease (supplied), a pair of pliers and an electric screwdriver (Ed's note—Beginners beware, an electric screwdriver has a lot of power and can strip threads out in plastic very easily) - oh and my bi-focals for reading the instructions properly. I almost gave the car to my ten



Above: Paint by Tony.

The engine installed, complete with single speed transmission. You can clearly see the blue plastic disc brake. Also note the front-to-rear drive belt.

Front suspension, the fixed length links and "Those" shocking shocks.



year old son to build as it looked so simple. CD the Ed also passed me a few "hop up" options with the car, probably the most important was the full ball race kit, but I also had a tuned pipe and manifold, the two speed racing transmission and the anti-roll bar set.

One thing I did decide to do differently from the instructions was that I used threadlock throughout, this follows a recent experience with an electric 1/10 R/C model which would insist upon returning to component form at the most awkward moments, like at around 30 mph, close to a wall! Now this tended to make steering and therefore control a tad tricky as the front suspension collapsed.

My first job was to assemble the front and rear differentials, these are bevel gear jobs and were assembled with the ball race bearings (x2) at either end and using the grease (supplied) before I moved onto fitting the diff cases to the chassis base plate.

Now for my excuse, because it was late I managed to put said diff cases onto the wrong side of the chassis base plate. Oh hum, thank goodness for electric screwdrivers.... On the subject of the chassis plate and the radio plate, these are aluminium stampings of around 2-2.5mm thick and are



Big Mac, no cheese, no pickle, no special sauce. Price £750,000.

